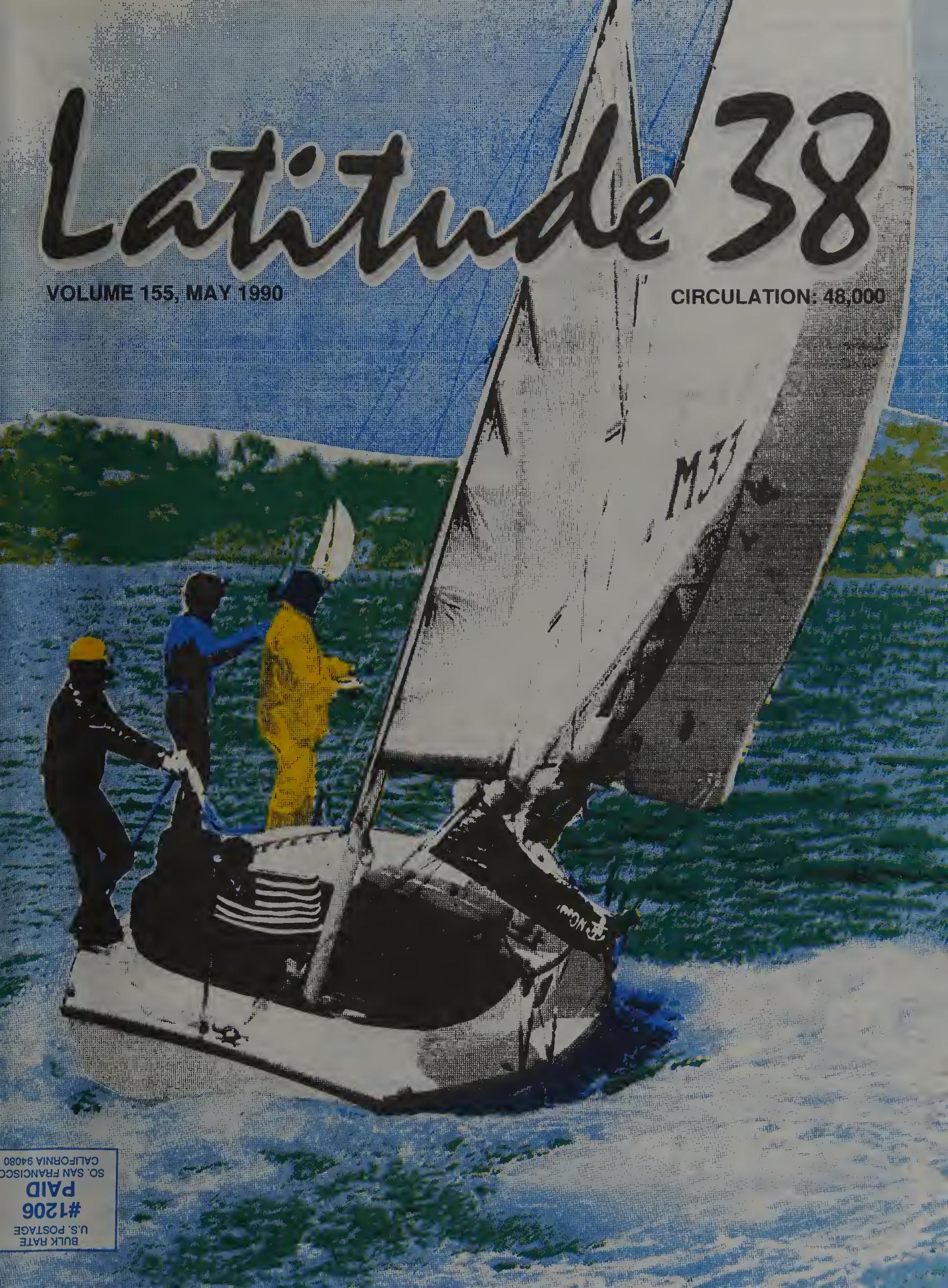


# Latitude 38

VOLUME 155, MAY 1990

CIRCULATION: 48,000



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# NO SNOW JOB!

When Mike Creazzi bought his Santana 35, he decided his new "toy" with "runners" (as in backstays) deserved to be named accordingly. And true to the name, "Flexible Flyer" slid into first place in this year's Golden Gate Midwinters' PHRF 2 and Santana 35 one design divisions.

"Flexible Flyer," her dedicated crew and her Pineapple Sails withstood a spreader-splashing knockdown in February's notoriously gusty race and a broken spinnaker pole on a crucial last downwind leg in March.

For sails that are a lot more than just "fair weather friends," Mike and his "sled" relied on Pineapple Sails for his winter success.

Successes are our specialty — the whole year around.



FLEXIBLE FLYER\*

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2  
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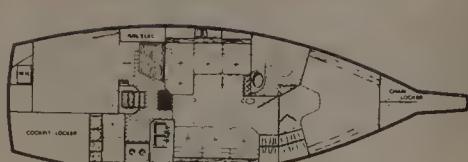
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Island Packet 35



Island Packet 35 *At our docks!*



Island Packet 32 *At our docks!*



Island Packet 38 *At our docks!*

**ISLAND PACKET YACHTS**



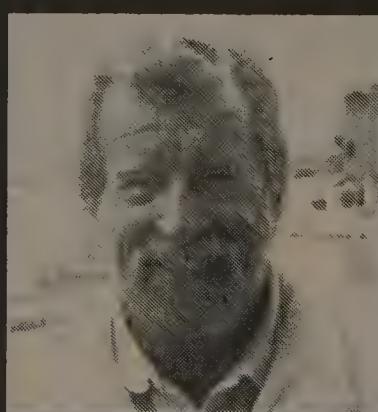
1983 NORSEMAN. Customized yacht. At our harbor. \$215,000.



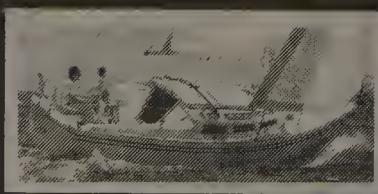
PASSPORT 37. 1987. Lightly used. Professionally maintained. \$136,500.



1984 BENETEAU 38. Twin aft cabins. \$95,000.



Passage Yachts is very pleased to announce that Paul Chandler has joined our sales staff. Paul is looking forward to making new friends and renewing old acquaintances.



1984 CATALINA 30. Large diesel. Wheel steering. Undergoing complete blister job. Bargain at \$33,000.

## SAIL BROKERAGE

*62' Motorsailer ketch	195,000	*34' Wylie	(3) 39,900
51' Beneteau	250,000	*34' Pearson	68,000
47' Passport	220,000	*33' Aphrodite	27,050
44' Alden Cutter	295,000	33' Dehler	65,000
*44' Norseman ctr cockpit	215,000	*33' Ranger, Harken	34,500
44' Peterson ctr cockpit	110,000	*33' Morgan, Diesel, Wheel	29,950
43' Mason cutter	129,900	32' Beneteau	39,900
*42' Beneteau	119,000	*30' Tartan	19,500
42' Passport Cutter	150,000	*30' Pearson	(2) 20,800
41' C&C, race equipped	130,000	*30' Island Bahama	29,900
41' Nelson Marek	99,000	*30' Newport	Reduced 22,500
40' Beneteau 405	119,000	*30' Catalina 1984 Dsl Wheel	33,000
*40' Beneteau 10R One-Ton	115,000	*29' Ericson	23,500
40' Olson	129,000	*28' Pearson	31,500
40' Farr	130,000	*28' Islander 28, Diesel	28,000
*40' Columbia	39,500	*27' Cal 2-27	21,000
40' Lingard	64,500		
38' Ericson	98,900		
38' Farallone Clipper	35,000		
*38' Peterson Brown Sugar	75,000		
38' Hinkley	88,000		
38' Beneteau 1983	95,000		
38' Morgan	61,000		
37' Swan 371 Loaded	149,000		
37' Express	99,000		
37' Endeavor	64,500		
37' Beneteau 375	77,000		
37' Passport	129,000		
36' Custom, Kauri	89,000		
*36' Islander	49,000		
36' Pearson 1985	97,500		
35' Santana	54,950		
35' Niagra	77,900		
35' Beneteau	58,000		

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**T**here is absolutely nothing like this totally unique yacht afloat. Exceptional performance is provided by naval architect Jean Berret, who gave us the speedy Beneteau one-tonners like Coyote and Phoenix.

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- North mylar genoa
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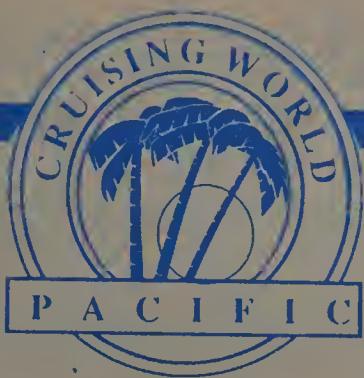
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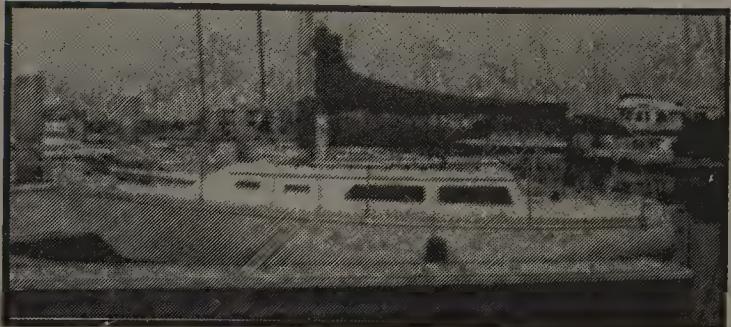
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**FREEDOM 32, 1985** ..... \$69,500

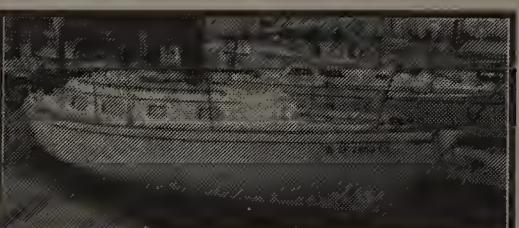
**FREEDOM 30, 1986** ..... \$74,500



**PACIFIC SEACRAFT 31, 1988** ..... \$99,500

**US 35 PILOTHOUSE** ..... \$64,950

**NORBELLE/SWAN 37, 1981** ..... \$69,500



**ERICSON 35, 1975** ..... \$39,500

**YANKEE 30, 1973** ..... \$18,900

**MARINER 40, 1971** ..... \$59,950

#### PARTIAL SAIL LISTINGS

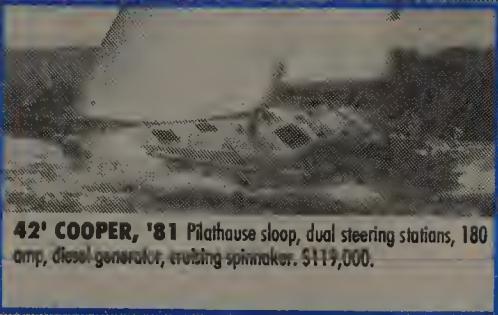
20' FLICA	2 From 18,900	31' PACIFIC SEACRAFT, '88	99,500	36' C&C, '79	49,900	38' PRIMROSE yawl, "English"	39,000	43' COLUMBIA, "loaded"	69,000
27' NORSEA	2 From 35,000	31' SOUTHERN CROSS, '78	46,500	36' CATALINA	2 from 59,000	38' CATALINA, '78, loaded	49,900	43' ENDEAVOR	109,000
29' FREEDOM, '87, Rore	39,000	32' VALIANT, '76, "steal it"	39,500	36' HERRESHOFF ketch, '81	59,000	38' MORGAN, '78, cruise equip	59,000	43' MASON, "Hawaii ref"	134,000
29' ELITE	39,500	32' TRAVELLER, cruise ready	49,500	36' MARINER ketch, "bristol"	65,000	38' C&C	3 fram 59,000	44' PETERSON	89,500
30' PEARSON	24,500	32' FREEDOM	2 from 69,500	36' CHEOY LEE PEDRICK, '85	79,500	38' CHEOY LEE, '85	105,000	45' NELSON/MAREK, "race winner"	89,000
30' BABA	66,500	34' C&C .... several to choose from 45,000		36' FREEDOM	2 from 104,500	40' MARINER ketch	59,950	45' HANS CHRISTIAN	137,500
30' BENFORD	54,950	34' FISHER P.H.	69,000	36' C&C 34+, "Fantastic"	NEW	40' C&C, race/cruise	2 from 92,000	46' CAL MKIII	85,000
30' YANKEE	18,750	34' SHOCK, '89"	85,000	37' RANGER, mint	53,000	41' KINGS LEGEND, '81, "steal"	49,000	46' ISLAND TRADER	129,000
30' FREEDOM, '86, rare find	74,500	35' ERICSON	2 from 39,500	37' O'DAY, '83, oft cabin	59,500	41' YANKEE CLIPPER	2 from 59,500	47' KAUFMAN/LADO, '85, 3 stirms	109,000
30' BABA	66,500	35' C&C, '84	NEW LISTING	37' C&C, '82, "steal it"	69,000	41' MORGAN OUTISLAND	2 from 68,000	48' CUSTOM STEEL	225,000
30' CS	65,000	35' US PILOTHOUSE	64,950	37' SWAN/NORBELLE, cruise equip	69,500	41' HALLBERG RASSY	110,000	50' KETTENBURG, "cruise equip"	94,500
30' ISLANDER BAHAMA	34,900	35' SHOCK, '85	72,000	37' TAYANA, '78, loaded	72,000	42' WESTSAIL	109,900	50' FORCE 50 ketch	159,000

ABC



# YACHT SALES

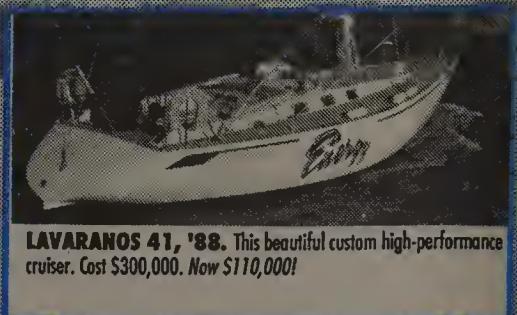
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**42' COOPER, '81** Pilothouse sloop, dual steering stations, 180 amp, diesel generator, cruising spinnaker. \$119,000.

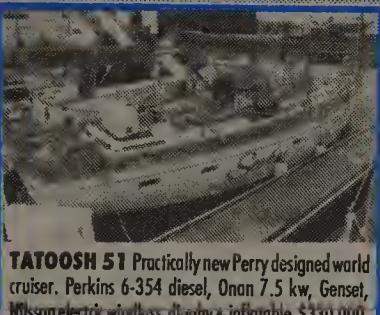


**IRWIN 52** Loaded - Interior spaciousness beyond belief. 3 staterooms, 2 heads, bath tub, dinette, sleeps 10 AC, SS8, radar, Loran, 7 kw generator, all sails new. Mexico vet. Reduced to \$129,000.



**LAVARANOS 41, '88.** This beautiful custom high-performance cruiser. Cost \$300,000. Now \$110,000!

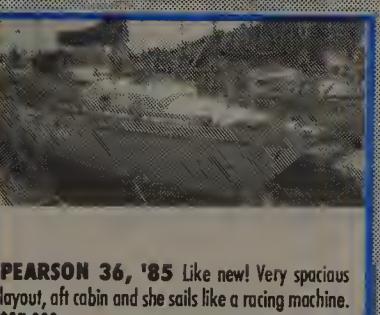
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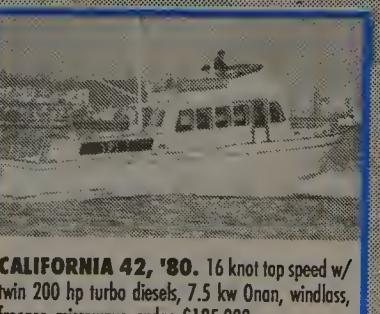
**TATOOSH 51** Practically new Perry designed world cruiser. Perkins 6-354 diesel, Onan 7.5 kw, Genset, Mission electric windlass, dinghy & inflatable. \$330,000.



**31' VINDO 40, '74** Swedish sloop w/diesel aux, full keel, B&G instr, teak decks & varnished mahog. cabin sides, 6 sails, dodger, sailing dinghy. Exc cond. Reduced to \$41,000.



**PEARSON 36, '85** Like new! Very spacious layout, aft cabin and she sails like a racing machine. \$97,000.



**CALIFORNIA 42, '80.** 16 knot top speed w/twin 200 hp turbo diesels, 7.5 kw Onan, windlass, freezer, microwave, radar. \$125,000.

SAIL	
55'	SWEDE, 1977 .....
51'	TATOOSH .....
48'	HANS CHRISTIAN, 1986 .....
48'	S&S .....
47'	PASSPORT, 1985 .....
45'	HANS CHRISTIAN .....
45'	EXPLORER, 1979 .....
45'	HUNTER, 1987 .....
45'	HARDIN, 1982 .....
44'	HARDIN, 1979 .....
44'	SWAN, 1979 .....
44'	PETERSON, 1977 .....
43'	CHEOY LEE, 1983 .....
43'	HANS CHRISTIAN, 1977 .....
43'	WESTSAIL, 1975 .....
42'	BREWER, 1987 .....
42'	CHEOY LEE, 1971 .....
42'	US NAVAL S, 1946 .....
41'	DARWINSKI, 1978 .....
41'	FORMOSA, 1972 .....
41'	FREEPORT, 1976 .....
41'	LAVARANOS, 1988 .....
41'	RHODES, 1966 .....
40'	CHALLENGER, 1974 .....
40'	FREEDOM, 1981 .....
39'	CAL, 1979 .....
39'	FREYA, 1978 .....
39'	LANDFALL, 1978 .....
38'	C&C YACHTS, 1980 .....
38'	CATALINA, 1983 .....
38'	ERICSON, 1986 .....
38'	FARR, 1978 .....
38'	HANS CHRISTIAN, 2 FRM .....
38'	KETTENBURG, 1957 .....
38'	FARALLON, 1962 .....
37'	HUNTER, 1983 .....
37'	RAFIKI, 1978 .....
36'	ATKINS, 1985 .....
36'	CS, 1981 .....
36'	FORMOSA, 1980 .....
36'	HUNTER, 1981 .....
36'	ISLANDER . . . 4 FROM .....
36'	J, 1981 .....
36'	PEARSON, 1985 .....
36'	S-2, 1979 .....
36'	UNION, 1980 .....
35'	CORONADO, 1972 .....
35'	SANTANA, 1980 .....
35'	ERICSON, 1975 .....
POWER	
34'	HUNTER, 1983 .....
34'	ISLANDER, 1978 .....
34'	PEARSON, 1984 .....
33'	HUNTER, 1979 .....
32'	GULF, 1982 .....
32'	PEARSON, 1982 .....
32'	TRAVELER, 1978 .....
32'	WESTSAIL, 2 FROM .....
31'	CHEOY LEE, 1969 .....
31'	HUNTER, 1986 .....
31'	VINDO, 1974 .....
30'	ERICSON, 1986 .....
30'	ISLANDER . . . 2 FROM .....
30'	J, 1982 .....
30'	MORGAN, 1970 .....
30'	PALMER-JOHNSON, 1972 .....
30'	PEARSON, 1983 .....
30'	ROBERTS, 1972 .....
30'	SOVERIGN, 1984 .....
29'	ERICSON, 1978 .....
29'	J, 1983 .....
POWER	
105'	FANTAIL M.Y. ....
57'	CHRIS CRAFT . . . 2 FROM .....
54'	KHASHING, 1987 .....
51'	BLUEWATER, 1984 .....
47'	MONK .....
45'	GALLART, 1986 .....
43'	BLUEWATER, 1983 .....
43'	CALIFORNIAN, 1984 .....
42'	CALIFORNIAN, 1980 .....
42'	GRAND BANKS, 1981 .....
40'	BLUEWATER-TAIWAN, 1977 .....
40'	CHB, 1988 .....
40'	CRUISEAHOME, 1975 .....
40'	MARINE TRADER, 1978 .....
37'	HERSHINE, 1979 .....
36'	STEPHENS, 1954 .....
36'	SEA RAY, 1979 .....
36'	MODERN, 1983 .....
36'	GRAND BANKS, 1974 .....
34'	FIBERFORM, 1977 .....
32'	TROJAN, 1974 .....
32'	BAYLINER, 1986 .....
30'	TOLLYCRAFT, 1975 .....
30'	TOLLY, 1975 .....
30'	McCRARY, 1927 .....
28'	BAYLINER, 1984 .....



**HUNTER 45** 1987 Legend sloop. 55 Yanmar diesel, AP, Loran, radar, 3.5 kw Genset self-furling, complete sail inventory, ref/icebox, 3 staterooms. \$139,000.



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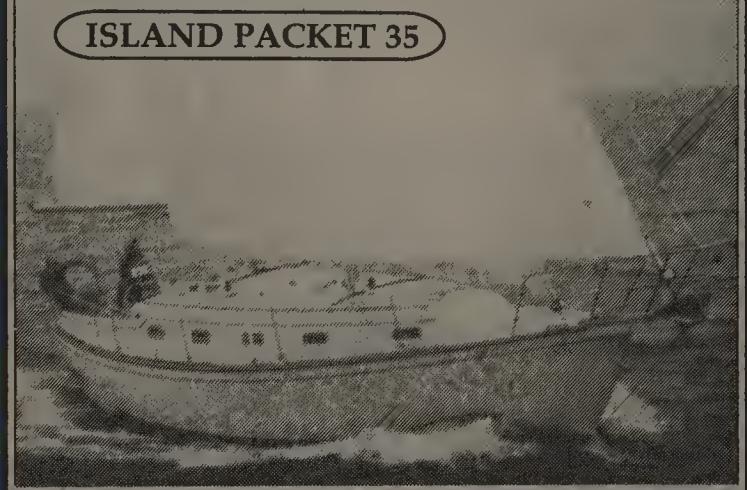
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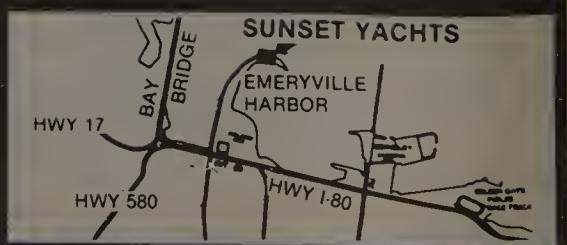
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Stay For at Least a Month

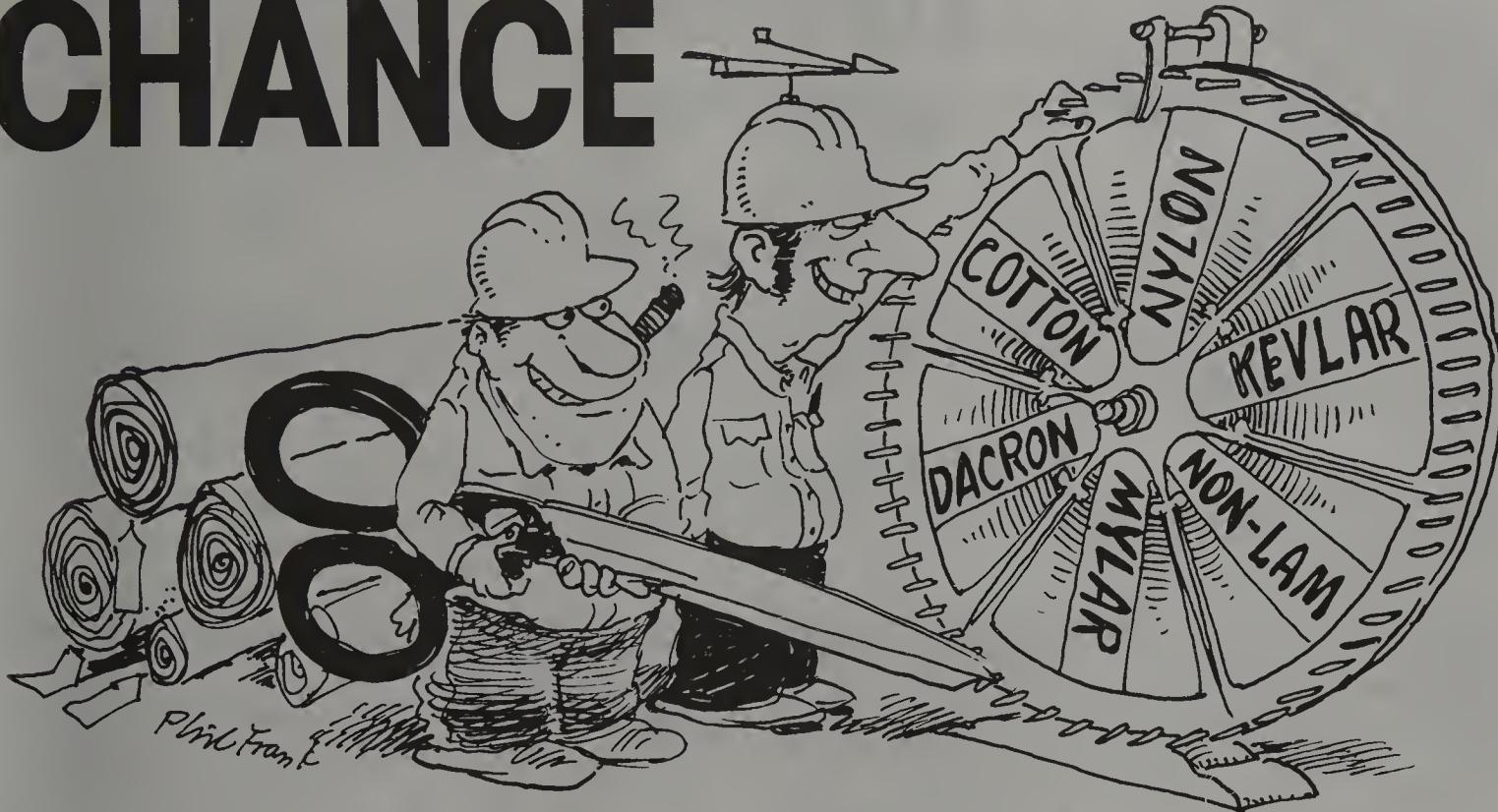


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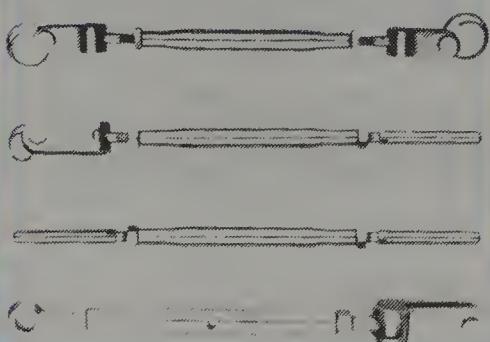
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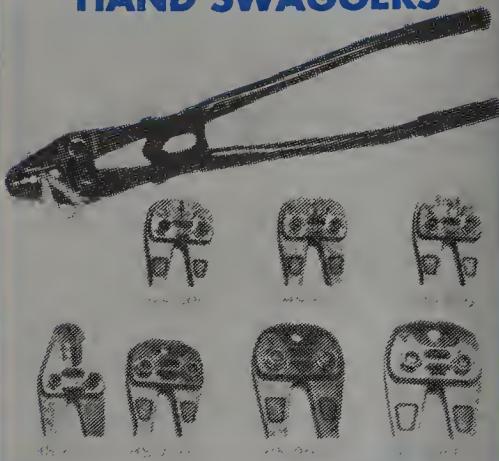
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5/16	\$ 1.35/ft	\$ 1.15/ft	\$ 1.79/ft	\$ 1.60/ft	\$ 2.22/ft	\$ 1.98/ft
3/8	\$ 1.90/ft	\$ 1.65/ft	\$ 2.25/ft	\$ 2.00/ft	\$ 2.82/ft	\$ 2.20/ft
1/2	\$ 2.80/ft	\$ 2.40/ft	\$ 3.75/ft	\$ 3.25/ft	\$ 4.68/ft	\$ 4.00/ft

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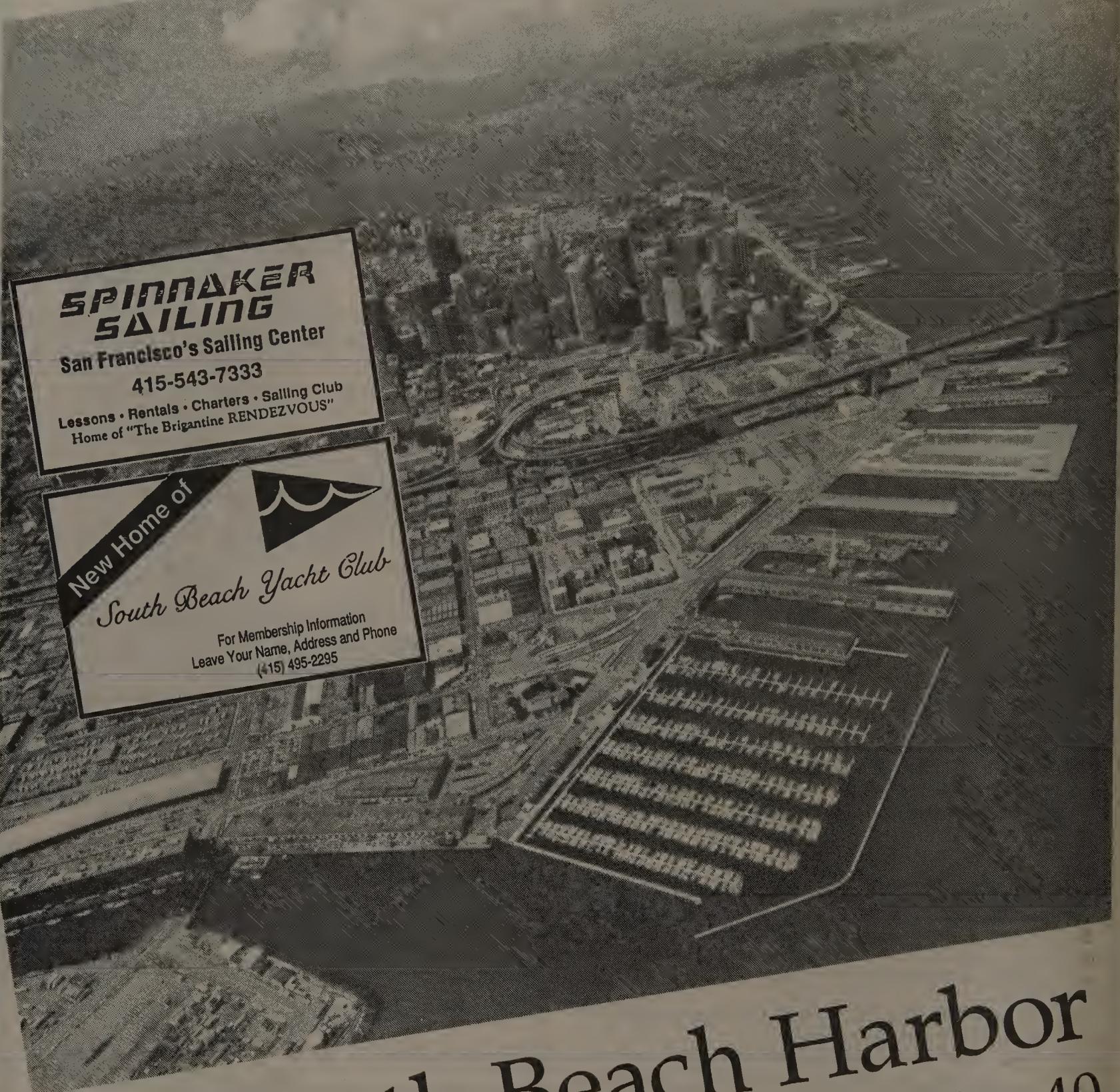
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# CALENDAR

## Nonrace

**May 4** — "Sailing the Grenadines", a free slide-illustrated presentation by Chet Ferguson. Stockdale Marine Theatre in Sacramento; 7:30 p.m.; (916) 332-0775.

**May 4-6** — Discovery Bay Lions Club Seventh Annual Boat Show. Over 100 boats on display at Discovery Bay Yacht Harbor in the Delta. Bob Gromm, 684-2117.

**May 4-6** — First Annual Small Boat Racing Seminar sponsored by Lake Washington Sailing Club (West Sacramento) and the NorCal Thistle and Snipe fleets. Mark Reynolds (Sobstad, San Diego) will lead the seminar at Lake Washington. All sailors invited. Michael Gillum, (916) 784-8144.

**May 5** — Palo Alto YC Flea Market and Open House. Free sodas and hot dogs, too! 0800-1400 hours. PAYC, 361-9458.

**May 6** — New date for "Hobie Day" in Benicia. Join Hobie fleet 194 at the 9th Street Boat Ramp in Benicia (Southampton exit off Freeway 780) between 12-5 p.m. for some wet and exciting sailing. Food and beverages provided; you bring the dry clothes. Absolutely free. For details, call 548-3730 or 828-5895.

**May 9** — SSS TransPac Seminar: Weather and Navigation. Part of the monthly lecture series leading up to the June 30 Singlehanded TransPac. You don't have to be a singlehander to attend these free seminars — in fact, Pacific Cuppers might learn a thing or two at this one. MYCO; 7-10 p.m.; Shama Kota, 332-5073.

**May 10** — "Equipment & Emergencies at Sea" Seminar, second of four Catalina Race seminars. Jim Fair, Barney Haglund and John Wright are the speakers. At Metropolitan YC (536-7450), 2000 hours.

**May 10-13** — North Bay Boat & RV Sale at the Sonoma County Fairgrounds. Northern California Marine Association (NCMA), 521-2558.

**May 11-13** — DeltaFest RV & Boat Show. Tower Park Marina (located in Lodi). Bonny Fergusson, (209) 369-1041.

**May 12** — Benicia YC Auction & Dance. General goods and services, as well as nautical items, will be auctioned off to support BenYC's sail racing program (6 p.m.) Dancing at 8 p.m. Mary, (707) 745-1455.

**May 13** — Mothers Day. Honor thy mother — take her sailing! Flowers are nice, too.

**May 17** — Navigation Seminar for Stockton Sailing Club's 18th annual South Tower Race ("140 miles of pure joy" on June 15). Bring your charts and a note pad. 7:30 at the StkSC; Pat Brown, (209) 838-3285.

**May 17** — "A Sailor's Dream", a one hour movie at Sausalito YC about sailing on San Francisco Bay (Master Mariners Race, Big Boat Series, interviews with local rockstars and more). Panel discussion on sailmaking and rigging afterwards, (rock)starring Norman Davant (Sobstad), Jeff Madrigali (North) and Robin Sodaro (Hood). 6 p.m. for cocktails; 7 p.m. for dinner (\$9); 7:30 presentation. Reservations: SYC, 332-7400.

**May 18** — Bay Area Multihull Association (BAMA) meeting, featuring Bruce Powell (Larsen Sails) discussing sails for racing and cruising. MYCO; 8 p.m.; Lynne Therriault, 232-2725.

**May 19** — 130th Anniversary of the Port of Richmond. Historic ships, food, entertainment and more at Terminal #3. Richmond's three yacht clubs (Richmond, Marina Bay and Point San Pablo) will host a yacht parade (1030-1130) as well as junior sailboat races. For information and hospitality arrangements (free berthing), call Joel Leenaars (231-0199) or Bob Lewis (527-0888).

**May 20** — Point San Pablo YC Open House. Located at 700 Cutting Blvd. in Richmond (or, if arriving by yacht, at the end of the Santa Fe Channel). 10 a.m. to 4 p.m. For more info, call 237-2857 (after 6 p.m.).

**May 26-27** — The Great Monterey Squid Festival. Held in Monterey ("The Calamari Capital of the World") at the Fairgrounds,

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23'	ERICSON	'68	4,975
24'	J-24	'80	10,500
24'	DANA	'85	46,000
25'	ERICSON	'80	15,950
26'	CHRYSLER	'78	13,950
27'	LANCER	'84	29,900
27'	ERICSON	'75	9,995
27'	ORION	'81	49,500
27'	O'DAY	'77	11,950
28'	COLUMBIA	'69	22,950
28'	ISLANDER	(2)	22,950
29'	ERICSON	'70	20,950

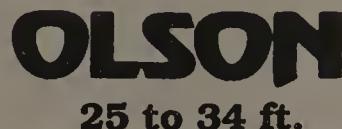
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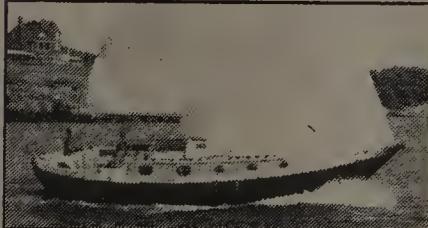
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40' PEARSON	'81	85,950
40' GULFSTAR	'78	78,900
40' LIDGARD	'82	65,500
41' STEEL	'87	161,000
42' BREWER	'87	155,000
42' WESTSAIL	'76	124,500
44' ROBERT	'80	80,000
45' JEANNEAU	'85	197,500
45' LIBERTY	'83	195,000
48' CT/PERRY	'77	169,000
48' MAPLE LEAF	'84	181,500

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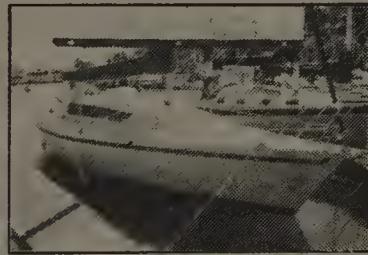


**PILOTHOUSE**

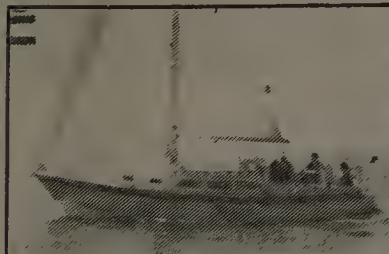
Our Sailaway Package Includes: North Sails w/Hood furling system. Dual helm, Signet speed/depth, VHF, H/C water, propane cooking, self-tailing winches, complete safety package, ground tackle, custom Lewmar hatches, and many additional options.



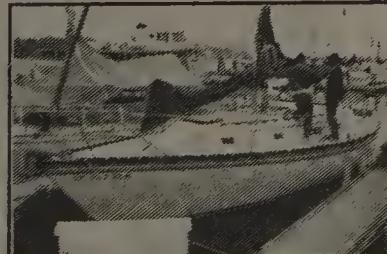
**36' STEEL CUTTER**, Ketch, 1968. Swedish ocean veteran – tough cruiser. Asking \$65,000.



**29' ELITE**, 1984. She's French and looks it – *tres elegante*. Asking \$37,000.



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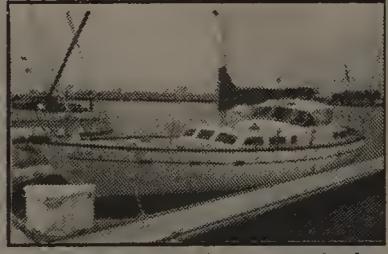
**55' SWEDE**, 1977. Sleek beauty. Fully founded Transpac winner. Asking \$79,000.



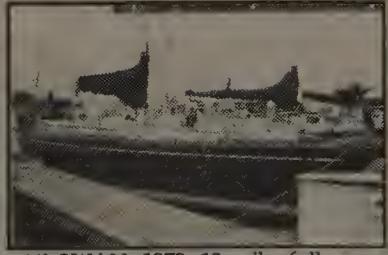
**45' HUNTER**, 1987. A Bristol yacht and really loaded. Asking \$129,000.



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28' NEWPORT-MKII, '81	22,900	37' RANGER, '73	37,900
29' ELITE, '84	37,500	38' ERICSON, '86	107,000
29' ELITE, (French) sloop, '84	37,000	39' EASTERLY sloop, 1978	64,000
30' CATALINA, '81	34,900	39' NEW ZEALAND sloop, '82	69,000
30' NEWPORT-II, '79	21,000	39' FREYA, '78	79,000
30' TARTAN sloop, '78	27,000	41' NEWPORT, (2) from	49,000
30' OLSON sloop, '81	18,500	41' FORMOSA ketch, (2)	71,000
31' VINDO, (Finnish), '74	41,000	42' STEEL cutter, '87	135,000
31' SAN JUAN, '77	18,000	43' GARDEN ketch, '77	134,000
31' DUFOUR, '79	39,500	44' PETERSON cutter, '75	120,000
32' GULF P.H., '82	54,900	44' CHEOY LEE ketch	110,000
32' BENETEAU, '81	39,900	45' EXPLORER cutter, '79	105,000
32' PEARSON 323, '78, dsl	39,900	45' PORPOISE ketch, '70	80,000
32' WESTSAIL, '82	50,000	47' PERRY cutter, '81	124,000
33' RANGER, '76	28,000	55' STEEL (German) CTTR, '88	189,000
33' HUNTER, (2) from	36,000	60' GAFF cutter, 1911	95,000
34' HUNTER, '83	51,000	76' BALT. CLIPPER Schr, '74	170,000

# Catalina/Morgan

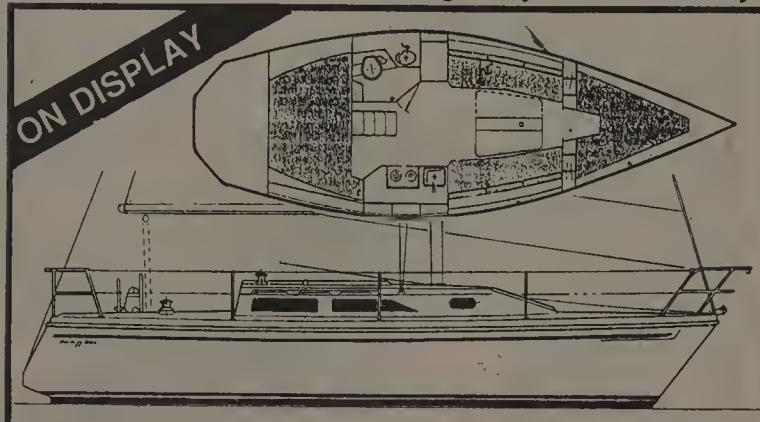
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**CATALINA**  
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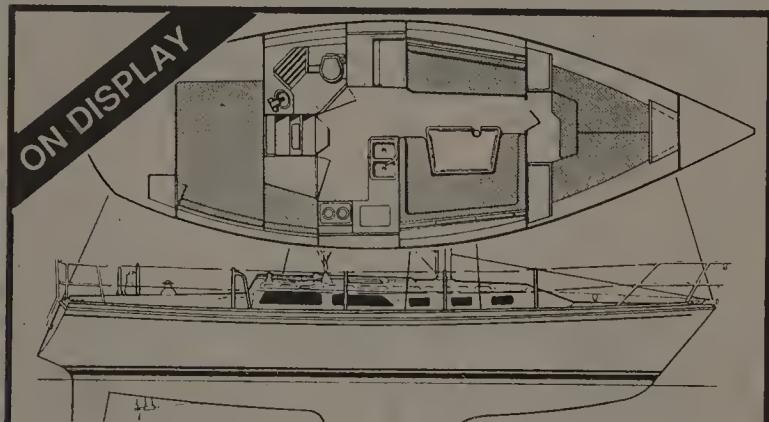
**MORGAN**  
41 • 45

**NONSUCH**  
26 • 30 • 33 • 36

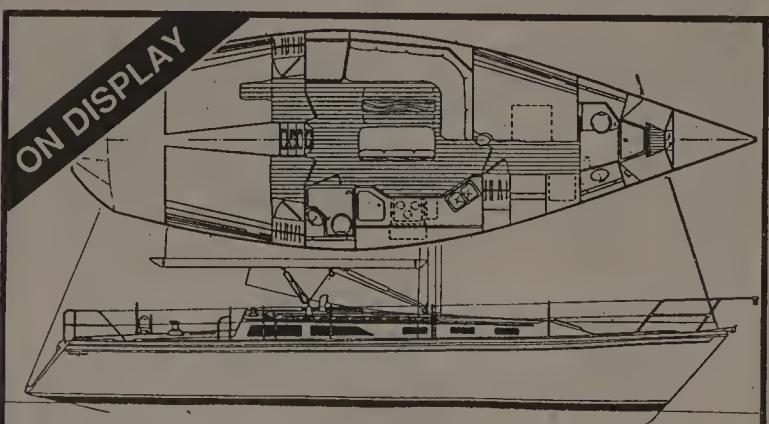
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22' CATALINA . . . (2)	FROM \$5,900	
22' O'DAY, 1984 .....	8,500	
23' RANGER, 1973 .....	6,000	
25' MERIT, 1979 .....	10,500	
25' CATALINA, '81. 2 FROM	10,900	
25' O'DAY, 1976 .....	10,900	
26' FOLKBOAT, '72 .....	11,995	
27' CATALINA . . . (3)	FROM 14,500	
28' CAL, 1967 .....	8,500	
28' PEARSON .....	17,500	
29' ERICSON, 1970 .....	18,500	
30' COLUMBIA (9.5) .....	24,000	
30' CATALINA . . . (3)	FROM 26,500	
30' FISHER (P.H.) .....	39,000	
32' BENETEAU, '79 .....	35,000	
32' MORGAN, 1981 .....	44,900	
33' NAUTICAT (P.H.) .....	95,000	
34' CATALINA, 1986 .....	58,000	
34' CAL, 1976 .....	38,000	
34' HUNTER .....	49,000	
36' PEARSON, 1981 .....	74,000	
38' CATALINA .....	60,000	
39' FREYA, 1981 .....	74,000	
39' FAIRWEATHER .....	122,000	
40' BENETEAU, 1983 .....	95,000	
42' MORGAN .....	42,900	
43' COLUMBIA, 1971 .....	69,000	
POWER		
36' UNIFLITE, 1977 .....	65,000	
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38' ERICSON, 1986 .....	117,500	
38' CATALINA, 2 FROM .....	45,000	
36' CATALINA, '84 .....	59,700	
35' NIAGARA, 1981 .....	69,995	
34' CATALINA, 1986 .....	58,000	
32' ARIES, 1981 .....	48,000	
32' ERICSON, 1972 .....	35,000	
30' NONSUCH, '87 .....	98,500	
30' CATALINA .....	3 FROM 21,900	
30' ISLANDER, 1979 .....	28,500	
27' COLUMBIA 8.3, 1977 .....	22,500	
27' CATALINA .....	3 FROM 15,000	
27' NEWPORT, 1973 .....	11,800	
26' COLUMBIA Mk3, 1974 .....	8,950	
26' COLUMBIA Mk2, 1970 .....	9,500	
26' PEARSON, 1976 .....	8,800	
25' CORONADO, 1972 .....	6,500	
25' CATALINA, 1983 .....	13,995	
25' MERIT, 1983 .....	10,000	
25' U5, 1982 .....	9,000	
23' MERIT, 1985 .....	8,250	
23' SANTANA, 1980 .....	10,000	
22' CATALINA, 1988 .....	13,500	
22' CAPRI, 1987 .....	11,000	
22' COLUMBIA, 1968 .....	3,500	
20' CAL, 1965 .....	3,900	
14' VAGABOND, 1980 .....	1,200	

**NONSUCH 30.** '88 ULTRA. IMPECCABLE CAT-LIKE SINGLEHANDER, FAST/ROOMY, BEST EQUIPPED NONSUCH ON THE BAY. \$98,500.



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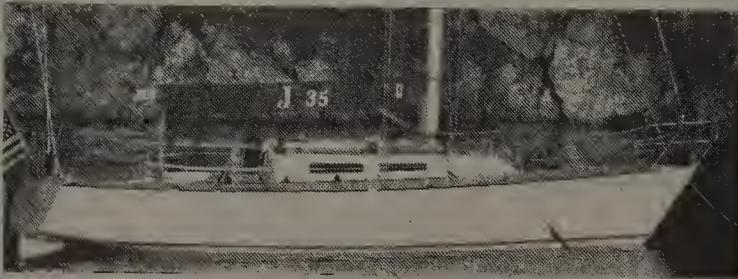
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##### SAIL

J-24 (4)	from 10,500	43' C&C '72 19 bags of sails .75,000
24' Captiva '86	12,000	46' Formosa '80 ..... 110,000
25' Santana '81	9,500	50' Force '74 ..... 125,000
26' Ranger '73	9,000	44' Marine Trader '77 ..... 85,000
26' Excalibur '68	5,450	45' Gulfstar '79 ..... 170,000
26' Ranger '71	11,950	47' Monk McQueen '64 ..... 55,000
J-29 '83-'84	3 from 27,500	48' Barbee '43 ..... 29,500
29' Ranger '73	17,500	
30' O'Day '81	35,000	
30' Coronado '70	20,000	
35' Coronado	35,000	
36' Islander '76	59,000	
37' Ranger	38,500	
37' O'Day '80	55,000	
38' Catalina '83	45,000	



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19	BAYLINER	BS	VOLVO 125HP, TRAILER, GOOD CONDITION	***SOLD***	7,000
19	SUNBIRD	B9	MERC 175HP, TRAILER, NEARLY NEW	10,000	7,000
21	BOHNER	BO	454 SUPERCHARGED GAS JET, BOAT COVER	***SOLD***	
22	SEA RAY	79	MERCURY 260HP, TANDEM TRAILER		8,500
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27	US YACHT	B2	INBOARD VOLVO, BHP, PRESSURE WATER, SHOWER, GOOD BUY	25,000	
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<b>SOON TO BE RELEASED FOR SALE</b>					
25	BAYLINER	75	NEW ARRIVAL! VOLVO GAS 255HP, HEAD, GALLEY, CANVAS COVER	7,500	
35	ERICSON	75	WHEEL STEERING, GAS ATOMIC 4, CLEAN		

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### **FAST**

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### **STABLE**

Because the F-27 sails nearly level and has a roomy cruising interior, she makes a great family sailboat. And because the F-27 is trailerable, you can cruise wherever you want. Setup time is about 20 minutes.

### **SAFE**

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**TASWELL 43** '89. Essentially new & extensively equipped. Change in plans requires sale. Owner will consider lease option to purchase. \$222,000.



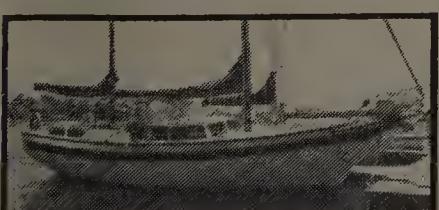
**36' S-2** Center cockpit, aft cabin family cruiser or comfortable liveaboard. \$39,750.



**TASWELL 43** '89. Essentially new & extensively equipped. Change in plans requires sale. Owner will consider lease option to purchase. \$222,000.



**45' COLUMBIA** Spacious liveaboard/cruiser. Loaded with extras.. An opportunity at \$59,500.

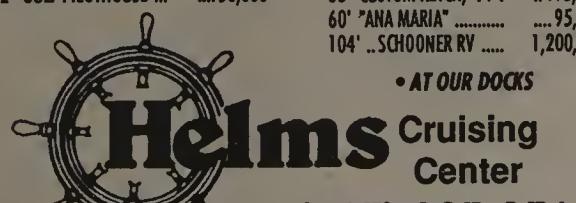


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• 24' CAL '69 .....	7,500	• 35' MAGELLAN .....	.... 44,000
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• 25' US w/trailer .....	7,999	36' MAGELLAN .....	.... 44,000
• 27' C&C MK IV .....	29,000	39' FAIRWEATHER, '88 ..	.. 130,000
• 28' ALBIN .....	27,000	39' FREYA, '78 ..	.... 79,500
• 28' H-28 .....	7,500	• 40' NORSEMAN .....	.... 179,000
• 29' CASCADE, '65 .....	19,500	• 40' PEARSON .....	.... 69,000
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30' ISLANDER .....	22,500	• 416 COOPER .....	.... 79,000
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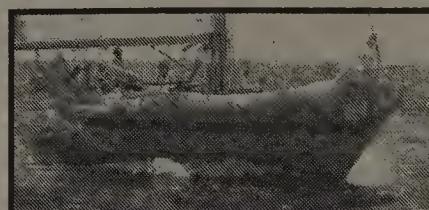
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Length	Monthly Rental (\$4.00 per lin. ft.)	Security Deposit
25'	\$100.00	\$120.00
30'	\$120.00	\$140.00
35'	\$140.00	\$160.00
40'	\$160.00	\$180.00
50'	\$200.00	\$220.00

February 1, 1990

## Dry Boat Storage Rental Rates

Length	Monthly Rental	Security Deposit
0' to 19'	\$ 35.00	\$ 55.00
Over 19'	\$ 45.00	\$ 65.00
Empty Trailer	\$ 35.00	\$ 55.00

February 1, 1990



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# CALENDAR

this zany two-day extravaganza is as good an excuse as any to spend Memorial Day Weekend in the 408 area code. Info, (408) 649-6547.

**May 31** — "Downwind Driving" Seminar, penultimate Catalina Race seminar. This one features salty offshore sea dogs Kame Richards and Scott Owens (both of whom, ironically, are opting for the Pacific Cup this summer). Same drill as May 10.

**June 2** — Northern California Youth Sailing Association (NCYSA) Symposium/Regatta at Encinal YC. Dave Vickland, 523-6730.

**June 2** — Coyote Point YC Annual Marine Swap Meet and Open House. Refreshments, silent auction, sailing "demos" and more. 0700-1500. For more information, call 594-9453 or 345-0353.

**June 13** — Final SSS Transpac Seminar. This one's a panel discussion featuring past and present skippers. MYCO; 7-10 p.m.; Shama Kota, 332-5073.

**June 21** — "Tactics & Navigation" Seminar, last of the Catalina Race seminars. Race maestros Russ Johnson and Kim Desenberg will divulge all. See May 31.

## Racing

**May 4-6** — St. Francis YC Woody Invitational. Four races over three days; this is the Big Boat Series for WBRA (Bears, Birds, Folkboats, IODs, and Knarrs). StFYC, 563-6363.

**May 5** — Final leg of the Whitbread Race: a 3,837-mile reach/run from Fort Lauderdale back to England. One last chance for John Jourdane and his friends on *Fisher & Paykel* to beat "The Big Red Boat". As an added bonus, our "almost local" SC 70 *Silver Bullet* will be participating unofficially (see Race Notes).

**May 5** — 16th Annual Yesteryear Regatta in San Diego. Seven divisions of classic wooden yachts (all at least 25 years old) will race a 12-mile course around San Diego Bay. Ancient Mariners Sailing Society, (619) 223-7376 (days).

**May 5-6** — Golden Feather Regatta on Lake Oroville, presented by Lake Oroville YC. Roger Stillwell, (916) 674-5887.

**May 5-6** — The Annual Invasion of Vallejo, better known as the YRA Season Opener. Perfect weather guaranteed. YRA, 771-9500.

**May 5-7** — Pacific Coast Collegiate Championships at Encinal YC, co-hosted by Stanford University. Ned Nicolls, 838-8023.

**May 12** — Fremont Sailing Club's First Annual Women's Invitational Regatta. Lido, FJ, El Toro and Open Monohull racing for "verifiably female" skippers and crews. Lake Elizabeth (Fremont); 10 a.m. skipper's meeting; only \$5 entry fee. Bryan Leyda, 283-5378.

**May 12** — Richmond YC's Junior Waterhouse Ocean Race. YRA, 771-9500.

**May 12** — 14th Annual Colin Archer Memorial Race: the race for heavy displacement, full keel double-enders. Five divisions of Tayanas, Westsails, Aries, Ingrids, Tahiti ketches and the like will slug it out beginning at noon in "The Slot" off the Berkeley Pier. Dinner and partying afterwards at Encinal YC. Shirley Temming, 521-0966.

**May 12** — South Bay YRA race (third of the 8-race series). Sponsored by Sequoia YC. Ed Rank, 462-6315.

**May 12-13** — Champion of Champions for 1989 ODCA season winners. YRA, 771-9500.

**May 19-20** — Stone Cup. When it comes to "real" IMS racing (none of this bogus "Wizzed" stuff!), everybody must get Stoned. Saint Francis YC, 563-6363.

**May 20** — Snipe Racing on the Estuary: second race in Encinal YC's 5-race Flatwater Series. Ned Nicolls, 838-8023.

**May 23-27** — Tortola World Cup (Roadtown, Tortola, BVI) for International 50-Footers. One boat that probably won't be there is *Champosa VII* (see Race Notes).

**May 25** — Santa Cruz to Santa Barbara Race. 16 boats and counting (see Race Notes). Keith MacBeth, (408) 356-7440.

**May 25-27** — Cal Cup. The unofficial round-the-cans ULDB 70



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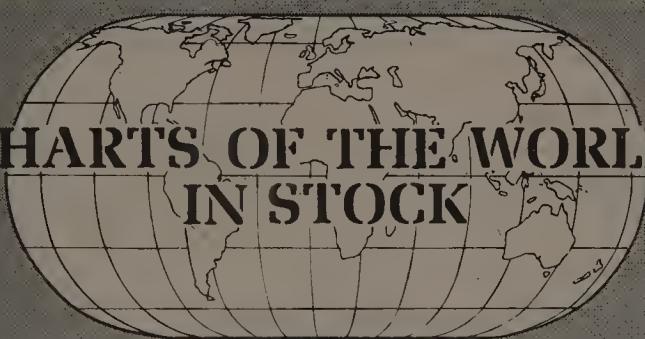
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# CALENDAR

championship series. Cal YC (Marina del Rey), (213) 823-4567.

**May 26** — Master Mariners Regatta. A 4.5-knot flood at 1300 should make the upwind legs long and the downwind ones short. Dan Drath, 851-7601 (evenings).

**May 26-27** — Baum Memorial Cal 20 Regatta at San Francisco YC. Hal McCormack, 892-7177.

**May 26-27** — 26th Whiskeytown Regatta. Two days of racing on a "full" lake, tent and RV camping, BBQs and fun. Dinghies through keelboats. Howard Fisher, (916) 241-1253.

**May 26-28** — Volvo San Francisco Regatta. An unbeatable combination: 11 one-design classes (E-22, Express 27 & 37, Folkboat, I-36, J-24/29/35, Knarr, Santana 22 & 35), 250 boats, 1200 sailors, 6 great sponsors, 3 great parties. Lauren Carlisle, 771-9500.

**June 2-3** — Etchells 22 Pacific Coast Championship. Saint Francis YC, 563-6363.

**June 6-10** — Ultimate Yacht Race. A dash for cash off Crissy Field; promises to be the most U-30s ever assembled. Jim Taylor, 924-7311.

**June 9** — Singlehanded Sailing Society In the Bay Race. Robby Robinson, 388-6167.

**June 15** — 18th Annual South Tower Race. A scenic 140-mile tour of the Bay and Delta — after you've done this one, you can call yourself a "racer". Stockton Sailing Club is the host; veteran "ditch sailor" Pat Brown is the Race Chairman, (209) 838-3285.

**June 14-17** — Moore 24 Nationals at Santa Cruz YC. Sydnie Moore, (408) 429-8304.

**June 22-24** — Mt. Tam Wham Bam Challenge: Encinal YC is taking another shot at pulling off this "crazy, but fun" race involving one sailboat, one powerboat and two runners to a team. Loosely patterned after the Three Peaks Race in England, this race includes sailing a variation of the Silver Eagle Race, followed by running from Sausalito to the top of Mt. Tam (2604 ft. elevation) and — cruellest torture of all — powerboat racing in San Leandro Harbor. Call "Uncle Dave" Fairless (865-6427) for all the gory details.

**June 27-July 1** — 505 North Americans. 35 boats are expected. For more about the regatta, call Saint Francis YC (563-6363); for more about the local 505 fleet, ring up Jonathan Livingston (233-5540).

**June 30** — Boreas Race. 83 delightful downwind miles from San Francisco to Moss Landing. Elkhorn YC is the sponsor. Harry Young, (415) 434-1822 (w) or (415) 431-8530.

**June 30** — Singlehanded TransPac start. Look for nearly 30 boats on the line. Whale abuser Peter Hogg is our first-to-finish pick in his (mostly) new Aotea (see Sightings). Hogg's also the race chairman: (415) 332-5073.

**July 2-6** — West Marine Pacific Cup staggered starts: 5 divisions, 52 boats; \$30,000 in merchandise as prizes; truly the "fun race to Hawaii". Mary Lovely, 359-8528, or Pauline Halajian, (408) 476-6928.

**July 7** — 23rd Trans-Tahoe Sailing Regatta for keelboats over 20 feet. Southern California PHRF ratings will apply, as well as the mysterious "MIR" rule. Tahoe YC (Homewood) is the sponsor; contact John Utter (115 W. Plumb Lane, Suite 201, Reno, NV, 89509).

**July 7-8** — Catalina Race starts: July 7 for non-spinnaker boats, July 8 for the balance of the fleet. Tom or Lynn Sparks, 351-6888.

**July 7-8** — West Wight Potter Nationals at Encinal YC. Candy Hogan, 798-3283 (evenings).

**July 14-15** — USYRU Adams and Mallory Cup semi-finals at SFYC. Women will compete in Santana 22s; men in Ranger 23s. Finals for both championships on September 18-22. Anne or Hal McCormack, 892-7177.

## Beer Can Series

**CORINTHIAN YC** — 16th Annual Friday Night Series. Every Friday from now through 9/7. 1800 start. Fred Borgman, 435-2777.

**ENCINAL YC** — Spring Series: 5/25, 6/1, 6/15, 6/29. Summer

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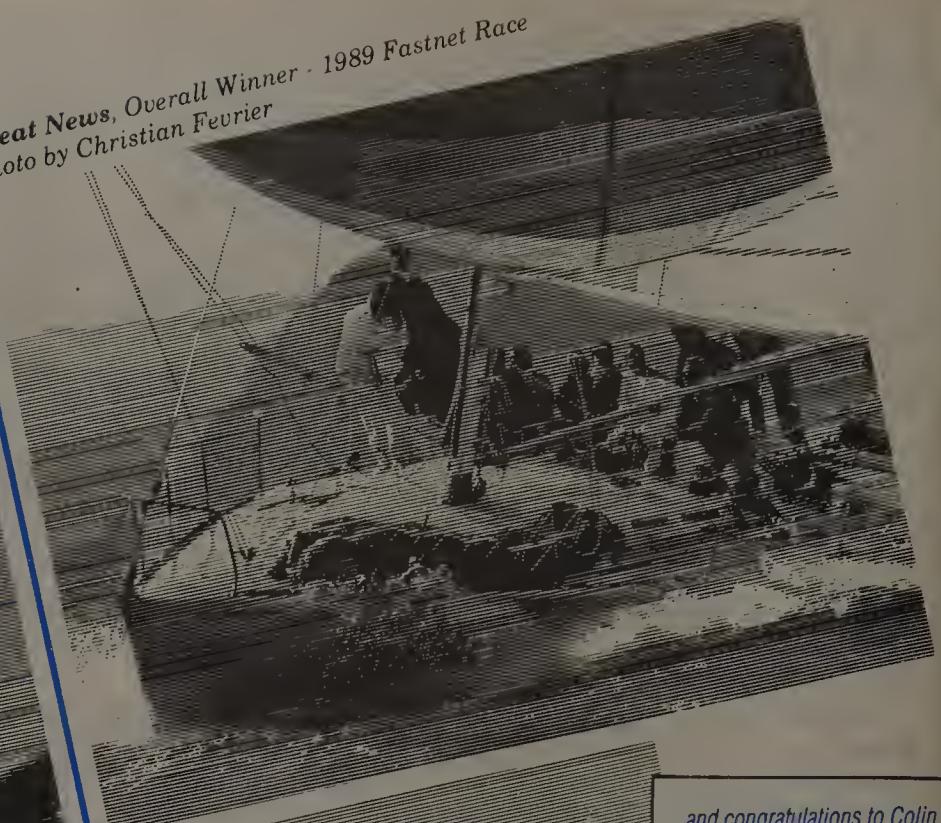
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# North Performance.

Great News, Overall Winner - 1989 Fastnet Race  
Photo by Christian Frevier



Troubadour  
Overall  
Winner  
1989  
Swan Cup  
Photo by  
Chuck Saunders  
Foto Float

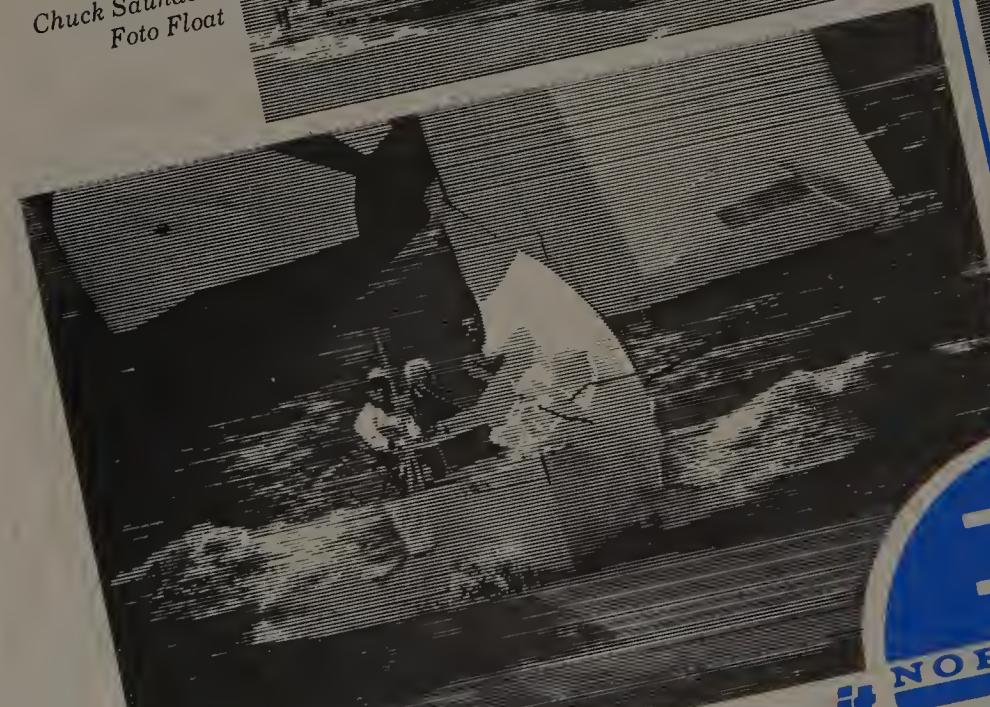


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Neji, 1989 Thunderbird  
World Champion

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# CALENDAR

Series: 7/27, 8/10, 8/24, 9/14, 9/28. Alternates with IYC's Friday nighters; 1830 start in the Estuary. Al Burrow, 522-6462.

**GOLDEN GATE YC** — Series I: 5/18, 6/1, 6/15, 6/29. Series II: 8/3, 8/17, 8/31, 9/14. Starts at 1830. GGYC, 346-BOAT.

**ISLAND YC** — Spring Series: 5/4, 5/18, 6/8, 6/22. Summer Series: 8/3, 8/17, 9/7, 9/21, 10/5. Alternates every Friday with Encinal YC's series; 1830 in the Estuary. Larry Arnold, 895-5192.

**OYSTER COVE** — 25 Tuesday night races through 9/4. Starts at 1800; open to all. Dick Timothy, 952-5540.

**RICHMOND YC** — Wednesday Night Beer Can Series. All boats invited (PHRF, woodies, dinghies, etc.); 1750 start outside RYC breakwater. 5/2, 5/16, 6/6, 6/20. RYC, 237-2821, or Harris Lavine, 237-6180.

**SIERRA POINT YC** — Friday Night Beer Can Series: 5/11, 6/1, 7/6, 8/3, 9/7, 10/5. Starts at 6:30 p.m. off the yacht club. Steve Sears, (408) 725-1866.

**SOUTH BEACH YC** — First half: 5/4, 5/18, 5/25, 6/1, 6/15. Second half: 6/29, 7/20, 7/27, 8/3, 8/17. Starts at 7 p.m. off South Beach Marina. Scott Selover, 369-0851.

**SAUSALITO CRUISING CLUB** — Early Series: 5/18, 5/25, 6/1, 6/8, 6/15, 6/22, 6/29. Late Series: 7/20, 7/27, 8/3, 8/10, 8/17, 8/24, 8/31. Two throwouts in each series; starts off Sausalito Channel Buoy #2. Robert Kowolik, 459-4807.

**SAUSALITO YC** — Spring Series: 5/8, 5/22, 6/5, 6/19, 6/26. Summer Series: 6/31, 8/14, 8/28, 9/11, 9/25. Warning signal at 1820 off Little Harding Buoy. Penny Dudley, 332-7400.

**STOCKTON SAILING CLUB** — Sunset Series: Wednesday nights, June 20 through August 29. everyone welcome. Pat Brown, (209) 838-3285.

Please send your calendar items by the 10th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Or, if the U.S. postal service is too slow for you, FAX it to us at (415) 383-5816. Send early, send often, but only one announcement per page and please, no phone-ins. Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

## May Weekend Currents

day/date	slack	max	slack	max
5/5/Sat		0226/3.4E	0548	0851/3.0F
	1133	1436/2.8E	1749	2053/3.1F
	2339			
5/6/Sun		0256/3.8E	0630	0935/3.3F
	1226	1511/2.7E	1829	2124/3.0F
5/12/Sat		0004/2.1F	0241	0615/4.5E
	1014	1313/3.1F	1651	1851/1.7E
	2138			
5/13/Sun		0041/1.9F	0315	0700/4.3E
	1056	1356/2.9F	1738	1936/1.6E
	2218			
5/19/Sat		0018/2.9E	0410	0650/2.1F
	0943	1227/3.0E	1601	1906/3.0F
	2214			
5/20/Sun		0108/3.7E	0501	0751/2.8F
	1054	1327/2.9E	1652	1951/3.1F
	2252			
5/26/Sat	0227	0558/6.0E	0956	1300/4.5F
	1635	1842/2.3E	2141	
5/27/Sun		0035/2.8F	0318	0649/5.6E
	1049	1355/4.1F	1728	1933/2.1E
	2241			
5/28/Mon		0129/2.5F	0414	0741/5.0E
	1144	1451/3.7F	1821	2030/2.0E
	2352			

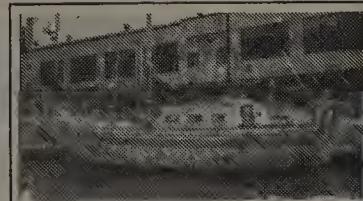
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44' PETERSON	110,000
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37' CONDOR	OFFERS
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36' ISLANDER, 2 frm	47,500
36' PEARSON	35,000
36' LANCER	52,000
35' PETERSON 1 Ton	35,000
35' SANTANA	55,000
34' PETERSON	20,000
30' NEWPORT PHASE II	31,000
30' ERICSON	40,000
30' FARR	25,000
29' CAL	26,000
25' NORTHSTAR 500 #	15,000
25' OLSON	15,000

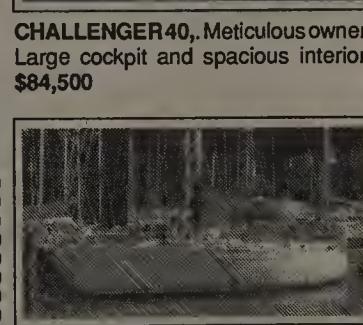


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39' SEA RAY	149,000
38' MATHEWS CLASSIC MY ... *	58,500
38' OCEAN	145,000
38' BAYLINER	125,000
37' HATTERAS	159,000
35' GOLDEN GATE TRAWLER	67,500
35' FLYBRIDGE SEDAN	66,000
32' CARVER	105,000
25' SKIPJACK	28,000

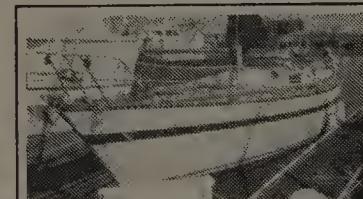
\*SAN FRANCISCO BERTH INCLUDED



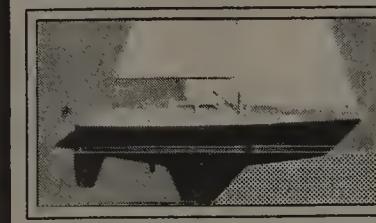
CHALLENGER 40. Meticulous owner. Large cockpit and spacious interior. \$84,500



BANDHOLM 35', 1982. Described by Sail and Power as "Denmark's best cruising boat". \$56,000.



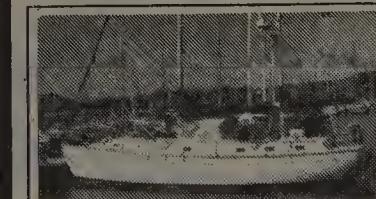
36' CUTTER. A lot of boat for the money. \$25,000.



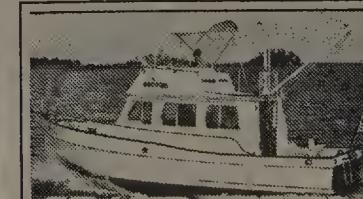
NORDIC 45. Robert Perry designed. Raised salon. Call for brochure.



FREEPORT 36, 1980. Accommodations for 5. Pathfinder diesel. \$69,000.



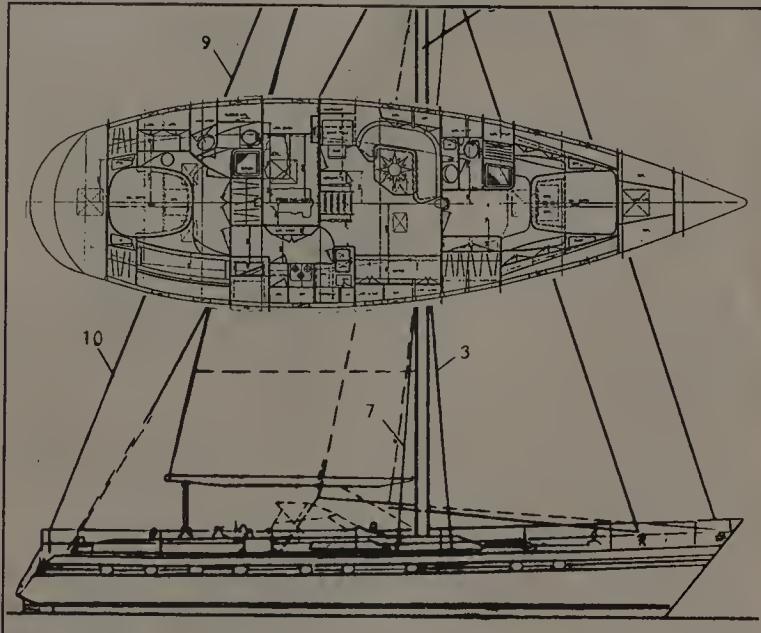
MORGAN 46, 1979. A nice husky cruising ketch with all the toys for safe comfortable passagemaking. \$92,500.



GRAND BANKS 32. Classic woody. Brand new listing. Great condition.

# TAYANA

## SAILING YACHTS



TAYANA 55' CUTTER. Center cockpit, two or three staterooms available, tall rig cutter w/great sail carrying capacity. Over sixty boats built. Base price \$280,000.

Pacific Yacht Imports, leading Tayana dealer, offers more attractive services than other yacht manufacturing representatives!

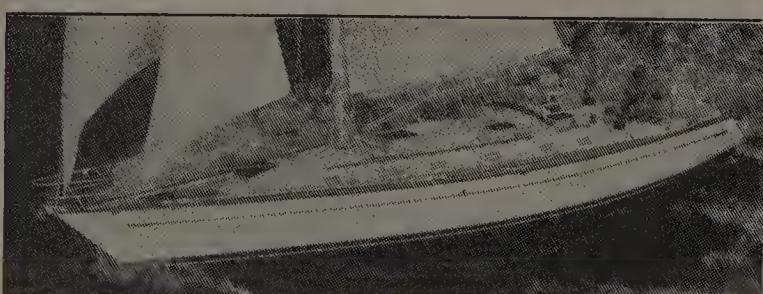
- Custom interior design unique to your needs
- Upgraded equipment exclusive to Pacific Yacht Imports
- After sale gear at dealer cost
- Customer factory inspection included, if desired
- Factory delivery to any port of call
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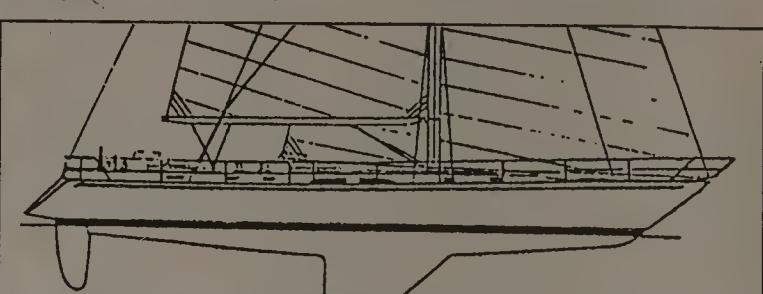
TAYANA 42. The new pilothouse Vancouver 42. Roomy and spacious. Center cockpit, and aft cockpit also available. Pilothouse base price \$155,000.



The TAYANA 47 is one of Tayana's newest and most comfortable designs — center cockpit and three spacious staterooms. \$198,000.



TAYANA 52. Robert Perry's favorite design, that's why Lowell North is cruising his Tayana 52 in the South Pacific. Center cockpit, Aft-cockpit, Base Price \$236,000. OVER 70 BOATS BUILT.



The new TAYANA 65 cutter. Center or twin cockpit. Robert Morris design. 15 kw generator, Grunert refrigeration. Microwave, windlass, Orders placed for first 5 hulls, #6 is available. \$540,000 base.

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# LETTERS

## ↓↑ . . . AND A FEW THINGS FOR THE BOAT

I sure wish the phony \$100 bill on the back of this memo sheet were real — what a haulout I could do!

I've enclosed some money for a subscription for my dad. I pick my copy up at Sven's or West Marine — it's a great excuse to help support the local economy because I always find a few things I need to buy for the boat.

See ya at Master Mariners.

P.S. — Has anyone seen *Galatea* sailing the Bay recently? She's the 30-foot Friendship sloop. I'd love to see how she looks these days.

Rick Stüber  
Friendship sloop, *Reunion*  
Concord

## ↓↑ SUTTER IS NO SINGLEHANDED SAILOR

G'day, folks!

I just finished reading a recent issue of your fine rag and found my name mentioned in the part about your five favorite singlehanders. I'm flattered to be included along with the others, but please, I am not a singlehander by choice or otherwise — and hope I never will be.

To prove the point, I have just gone through my log books and since my departure from the Golden Gate on October 3, 1984 *Wild Spirit* and I have enjoyed no less than 43 different crewmembers. All except a few have been old friends, mostly — but not all — sailing friends. And that 43 does not include all the native islanders that I have transported from one place to another along with their dogs, chickens, goats and, on one passage, a great big pig that was lashed to the foredeck.

Personally, I think singlehanding is an unsafe manner in which to cross the sea or make a voyage of more than a few hours. Most important is how unsafe it is for the poor other mariners crossing the same sea but unaware of the singlehander near them. If one must singlehand, one should do it in a steel vessel, as nothing shows up better on radar than a hunk of steel.

But be warned, you singlehanders, I just checked my log book again and found that in almost six years of this cruise, I have called 17 different shipping vessels on VHF 13 and 16, and had 12 answer my call. Which says to me that five did not have their VHF on. Of the 12 that answered, three had me on their radar. I repeat that three, just three, had me on their radar — and I have a pretty good radar reflector sitting on my top spreader.

I suppose that there might have been a few more vessels that we did not sight, but not many as I insist that a good lookout be maintained both day and night. This is only because I have been absolutely amazed at where I have seen ships, far away from normal shipping lanes. Not many have been close enough for us to have to alter course to avoid collision, but a few had us quite apprehensive and very glad we'd been keeping a seamanlike lookout.

Anyway, please remove my name and that of *Wild Spirit* from your singlehanders list. My best wishes to all you folks this coming season back in God's country.

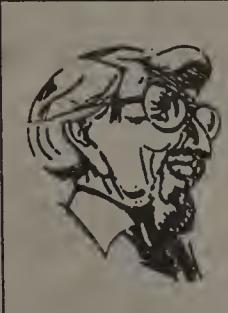
Peter 'Every day is Saturday' Sutter  
Mooloolaba, Australia

## ↓↑ HOW WE MIGHT FEEL IF MUIR WOODS WERE SPRAYED WITH AGENT ORANGE

I've enclosed a very interesting article from the March 27 *New York Times* about the heavy reef damage which has suddenly, like so many other environmental problems, escalated worldwide.

Since many of us who read *Latitude* also have frequent first-hand contact with reefs around the world, do you think you would be interested in stories about it?

I have been visiting the Caribbean for more than 20 years. My personal observations concur with those of the article; that the world's coral reefs are under severe direct and indirect threats. Since 1987,



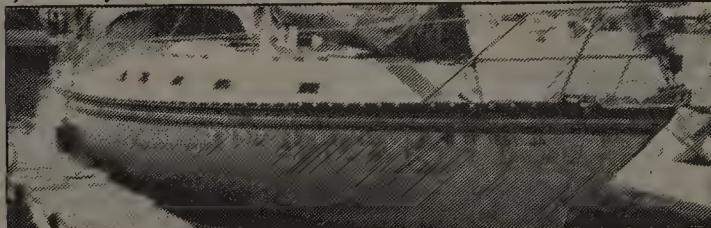
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**42' TAYANA** 1985 Center cockpit cutter. Offshore cruiser w/ 29, 147 lb. disp. and 1009 sq. ft. of sail! Fwd. & aft staterooms. Furling jib & staysail. Beautiful interior — like new! Low hours. \$135,000



**37' HUNTER** 1983 Cutter, Aft Cabin. Diesel auxiliary, dodger, refrigerator, electronics. Show as new! This is a dynamite value! See this one! \$53,500.



**39' FREEDOM** 1983 Express-Schooner rig with carbon fiber free-standing masts, fin keel w/skegged rudder; fast & easy to sail! Spacious interior, 44hp dsl aux. Reduced. \$99,500.



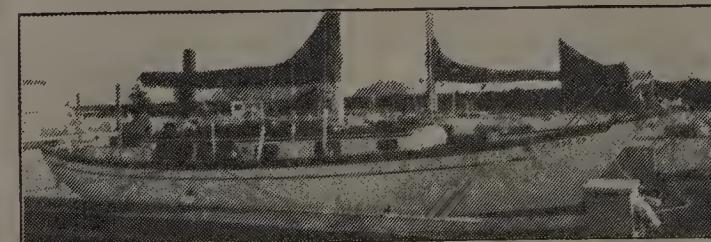
**38' C&C LANDFALL** 1979. Four sails including spinnaker, diesel auxiliary, rod rigging, good electronics. Clean and fast! Try \$64,500.



**38' CATALINA** 1983 SLOOP. S&S design, 3 sails plus spinnaker. Diesel, aux. electronics clean! Try \$45,000.



**36' DUTCH-BUILT Steel Yawl** Great shape, good sail inventory. Diesel auxiliary, clean and cozy. Offshore cruiser. Try \$59,500.



**41' LYTTON** Cutter 1980, (sloop rigged). Perry design, four sails including new spinnaker. Offshore design, good equipment. Well maintained! Attractive! Asking \$99,500.

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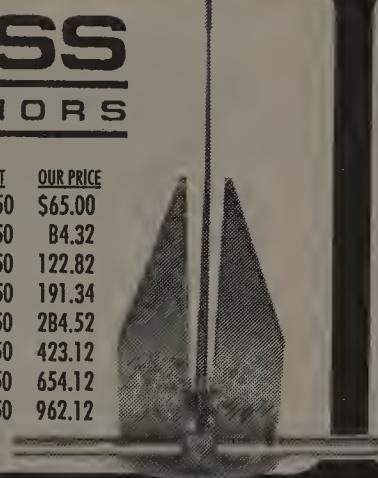
28' COLUMBIA .....	New rigging and sails (4) in '85; i/b aux .....	Try \$10,950
29' ELITE .....	1984. Sloop, Volvo diesel .....	\$42,000
30' CATALINA .....	1981. Diesel aux., loaded .....	\$34,500
31' VINDO .....	Sloop (Swedish). Diesel aux., 6 sails, super! .....	\$41,000
32' FREEDOM .....	1987. (3) sails, dsl aux, well equipped. ....	\$77,500
35' ERICSON .....	1979 Sloop. Dsl aux., wheel steer, very nice! .....	Try \$35,000
37' CUSTOM STL YWL ..	World cruiser, well equipped, cozy. ....	Only \$62,500
38' C&C LANDFALL ..	1979. (4) sails, rod rigging, sharp. ....	Try \$63,500
45' EXPLORER .....	1979. New dsl aux., offshore cruiser. Salty! ....	\$105,000

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The Boaters Discount Supermarket

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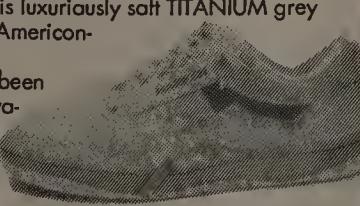
DESCRIPTION		LIST	OUR PRICE
FORTRESS ANCHOR	20' BOAT	4 LB	\$ 84.50
FORTRESS ANCHOR	30' BOAT	6 LB	\$109.50
FORTRESS ANCHOR	35' BOAT	7 LB	\$159.50
FORTRESS ANCHOR	40' BOAT	14 LB	\$248.50
FORTRESS ANCHOR	48' BOAT	19 LB	\$369.50
FORTRESS ANCHOR	55' BOAT	31 LB	\$549.50
FORTRESS ANCHOR	65' BOAT	44 LB	\$849.50
FORTRESS ANCHOR	80' BOAT	65 LB	\$1249.50
			\$ 65.00
			\$122.82
			\$191.34
			\$284.52
			\$423.12
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			\$962.12



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THE TITANIUM boat shoe represents the latest development by HARKEN in high-tech leather footware for boaters. This luxuriously soft TITANIUM grey shoe is made of top-groin HYDROPEL™ American-tonned cattle hide.

The leather of the TITANIUM shoe has been treated with a tonned-in, silicone-based water repelling system, and the leather's surface is finished with silicone, so water beads up and the shoes dry quickly. HYDROPEL leather, a Harken TITANIUM shoe exclusive, keeps water absorption to a minimum. The shoe stays supple, even after repeated exposure to water. As an added bonus, there is no "break-in" time - the shoe feels glove-soft the minute you slip it on.



List: \$90.00

**OUR PRICE: \$76.50**



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List \$295.00

**Our Price \$269.00**



## CREW FIT LIFE JACKETS

### Auto Inflate

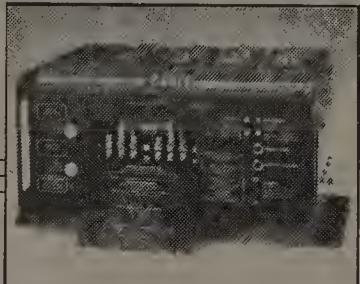
with harness  
List 195.00

**Our Price  
\$175.50**

w/o harness  
List 249.00

**Our Price  
\$224.10**

**heart**  
INTERFACE



### Inverters / Chargers

		LIST	OUR PRICE
Inverter-Charger	1800 watt 12V	\$1650.	\$1435.50
Inverter-Charger	2800 watt 12V	\$2630.	\$2288.10
Inverter	600 watt 12V	\$150.	\$ 508.95

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# LETTERS

I have observed widespread coral bleaching and devastation. After diving on reefs in such remote locales as Petit St. Vincent, Tobago Keys and Martinique last year, I was so depressed by the undersea death and destruction that I have given up diving entirely. I saw acres of dead corals but no crustaceans or fish.

For my money, the entry into the fascinating underwater world of exotic life, color and activity is at least half the pleasure of tropical cruising. To find this world threatened so immediately evokes a level of horror and dismay that can only be compared with what we might feel if Mt. Tam and Muir Woods were sprayed with Agent Orange.

I'm not sure what we as cruisers and reef visitors can do about this problem, other than to be aware of the potential damage caused by our anchors and overboard discharges in the vicinity of reefs. But I am sure that most of us, considering ourselves to be concerned environmentalists, would want to know about this problem which so directly concern us.

Clark Maxwell  
Chicago, Illinois

**Clark — We're extremely interested in stories about the destruction of coral reefs. In past issues we've urged sailors never to anchor on living coral reefs and noted with pleasure that a number of locations in Florida and the Caribbean have been installing mooring buoys so mariners won't be tempted to drop their hooks on coral, some types of which take 400 or more years to reach maturity. Perhaps the most important long term thing we can do to preserve the coral reefs — and the rest of nature — is work to see that the world's population growth be severely cut back. Overpopulation, after all, is the number one indirect cause of destruction of coral reefs.**

The following are some of the world's coral reefs that are being destroyed and the cause of their ruin: Florida Keys, coral bleaching, human damage and sewer runoff; Australia's Great Barrier Reef, coral bleaching and Crown of Thorns starfish; South China Sea, overfishing and disease; Thailand, deforestation, metal pollution, fish dynamiting, coral harvesting; Philippines, deforestation and overfishing; Gulf of Panama and San Blas Islands, loss of sea urchins, bleaching and disease; Galapagos, El Nino; North coast of Jamaica, bleaching, hurricanes, loss of sea urchins, disease, overfishing; Martinique, overfishing and bleaching; U.S. Virgin Islands, hurricanes, coral disease, loss of sea urchins and cruise ship anchors dragging.

## ↑↑STARTING THE NEW DECADE RIGHT

I first heard about you folks last New Year's Eve in Baja at one of the most depressing dumps I've ever been in. Asbestos insulation was tearing away from the ceiling and the only tequila available was the cheapo stuff that is foul to drink. When I arrived, the owner was trying to calm her American husband, who was yelling at the hired help. Since I'd come with other people, I couldn't really leave. As an end to a pretty crummy decade, perhaps it was fitting.

One of the other people there that night was (and still is) on the first leg of a circumnavigation. It was he who told me about *Latitude* between the times we had to prop up totally besotted Texans who considered themselves conversational. The night finally ended with some flares that didn't go off.

Two days later my new friend lent me a copy of *Latitude*. I loved it, and spent one whole beautiful, sunny day on the water in the world your group creates with the magazine.

When I returned the magazine, he asked me if I'd like more copies. Then he told me that he'd lived in Saudi Arabia for four years with just one copy of *Latitude*. He told me he just read it over and over and over again. When he finally got back to the States he just kept reading that one copy for a while. I guess that issue held his dreams for him and the dreams didn't need any updating.

Finally, I guess he needed to get some new copies so he could read the boat ads; thus he was able to lend me all the issues he had in Baja. When I told him I was going to get your magazine as soon as I

# SVENDSEN'S

and Nicro Marine  
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All NICRO Products 25% Off List in May



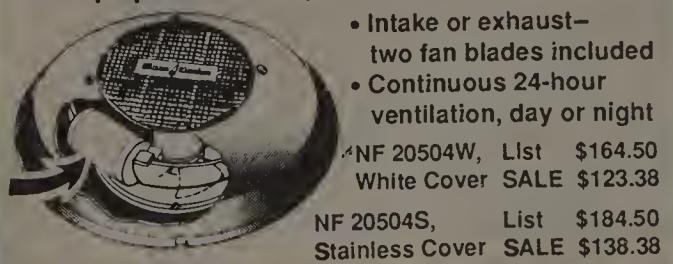
NICRO SNATCH BLOCKS  
Design innovation  
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The NICRO DAY and NIGHT SOLAR VENT  
Most popular solar-powered ventilator ever!

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NF 20504W, List \$164.50

White Cover SALE \$123.38

NF 20504S, List \$184.50

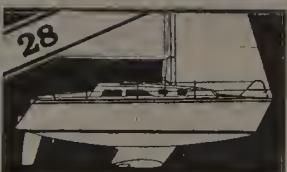
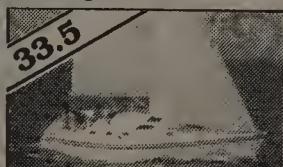
Stainless Cover SALE \$138.38

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**SEE OUR  
BROKERAGE  
AD,  
PAGE 188**

# LETTERS

got back to Canada, he told me about your no-delivery-outside-the-U.S. policy.

I figured somebody up here must be an outlet for you, but I couldn't find one. Please let me know if there is one. If you don't have an outlet, I want to make arrangements to have a subscription sent to me care of a friend in Northern Washington. Is the subscription price still \$20/year?

You should also know that I left my address with the sailor in Baja who lent me his copies of 38. I told him to write me when he felt he needed to update his supply. So whatever you can do to solve my problem, know that you'll be doing it for both of us.

Mel Pyper  
115, 2025 W. 1st Ave  
Vancouver, Canada  
V6J 1H1

*Mel — Tell you what we'll do. If you can find an address in northern Washington that will accept a bundle of 25 Latitudes until you can pick them up each month, we'll offer you the same deal we offer to all distributors outside the Bay Area. Write us if you're interested.*

## ↑↑THE ULTIMATE CHANGE IN LATITUDE

Once again I find myself at the South Pole at the height of the austral summer. Sailing is, of course, a fine summer sport and the fellas in the picture obviously take their sailing seriously. While the Whitbread Race boats were going around Antarctica, Rheinhold Messner and Arved Fuchs were taking a shortcut over the bottom of the earth. For Fuchs it was his second 'Pole' for 1989, which is a first. For Messner it was merely another adventure. For those who don't recognize the name, he is the mountain climber who scaled Mt. Everest alone, by an untried route, without oxygen.

Imagine 49 days on skis pulling 180-lb sleds and then arriving at the most remote place on earth for New Year's Eve — where a fair sized group of Americans had been looking for any excuse to have a party. A couple of days later they were taking off across the Antarctic plateau, parakite sailing down the ski-plane runway at the



COURTESY G.N. CURTIS

*Sailing at the bottom of the world: any excuse for a party.*

Ammundson-Scott Station, bound for the Ross Ice Shelf and McMurdo Sound.

For his next adventure, Fuchs is planning a voyage in a large wooden boat to repeat Ammundson's Northwest Passage through the Arctic Ocean. Meeting these guys gave me the impression that they

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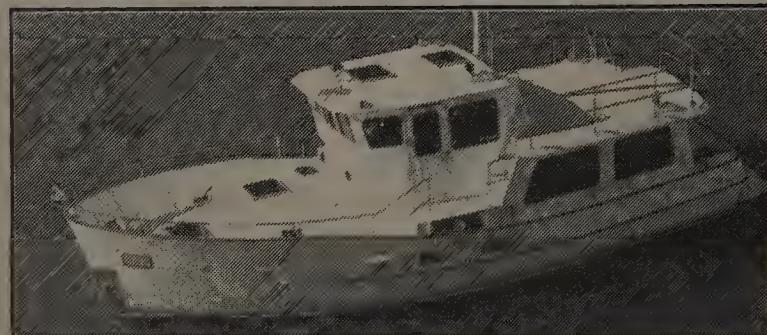
## BOAT OF THE YEAR C&C 34R



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### CHRISTINA 40

1987. Custom interior. Asking  
\$165,000.



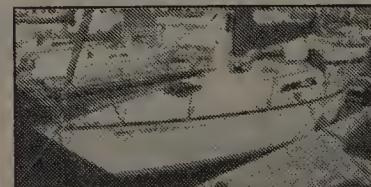
### HANS CHRISTIAN M-2

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### HANS CHRISTIAN 43T

Ketch, 1979. Well equipped.  
Reduced. \$125,000.



### C&C 34

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R20X/R21X: The quantum leap in small-boat radar technology.

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Only \$2495



Introductory  
SPECIAL  
R21X  
Only \$3395

These 7-inch raster scan radars provide an incredible 1/8-nm range scale for close-in navigation on rivers and inlets, along with maximum ranges up to 24 nm (R20X) or 32 nm (R21X). Features include 2X Zoom, 2 EBLs, 2 VRMs, and 8-level video.

- 4-kw power with 3 pulse lengths, 3 PHRs, 2 receiver bandwidths, and low-noise front end for crisp short and long-range performance
- Patented waypoint navigation\* with time-to-go indication
- Up to 66% off-centering
- Guard zone with memory protection
- Unique, programmable "Sleep Mode" to save electrical power
- Operates from 10.8 to 42 Vdc
- 15-meter interconnect cable supplies
- Optional fluxgate magnetic sensor and console mounting kit
- Two-year limited warranty

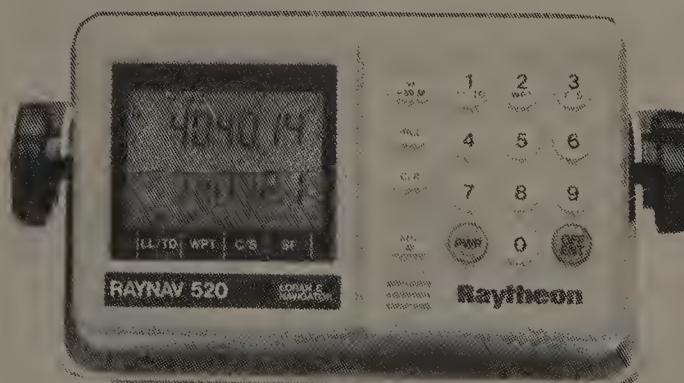


R20X Radome Antenna



R21X Open-array Antenna

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Small enough to fit anywhere,  
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Turn on RAYNAV 520's power for the very first time, and it asks you to enter your present latitude and longitude.

That's it. Make the entry and you're up and running, anywhere in the world where there's Loran coverage.

If you enter an incorrect latitude or longitude it advises you of your mistake.

RAYNAV 520 automatically selects the best GRI and secondaries. And when you switch it off at the end of the day, its internal battery protects the information in memory. So next time, you just turn it on and go!

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# LETTERS

are surprisingly modest for such machismo. I suggested they next consider the ultimate Iron Man race: ski from the South Pole to McMurdo, pick up a yacht (steel naturally) after the ice breaker has opened the sound, sail to Barrow, Alaska, and ski to the North Pole. I'll watch.

Gary Noble Curtis  
Noble Yachts  
Long Beach

## DO YOU KNOW WHERE YOUR BOAT IS?

We just remembered our subscription renewal notice has not come and we're overdue. We are looking to buy a boat and rely on your Classy Classifieds almost exclusively.

Hopefully there will be some new boats on the market this spring. Late last summer we found that we were making special trips to look at boats we had seen at different brokers the week before.

Our boat is out there somewhere. If we can't find the boat on San Francisco Bay, we don't need one.

Tom & Mary Ann Nevin  
Carson City, Nevada

## I BELIEVE I EVEN HAVE SOME MOVIES OF HER

I just read April's Sightings item about Rob Anderson and Devon Cuddy buying Anitra, the first American 12 Meter.

We used to sail alongside Anitra in 1962 when we owned Mitena, 12 Meter #12. Anitra was yawl-rigged at the time and moored next to us for a few weeks in our homeport of Macatawa, Michigan. This was back in about 1962.

I believe I have movies of her on video tape if the new owners are interested.

Paul Brown  
Grand Rapids, Michigan  
(616) 458-3822 FAX (616) 458-6619

## BCDC OUT TO GRAB EVEN MORE POWER

Just when you think it's time to relax, "They're here!" They being the BCDC. I read the enclosed editorial against the BCDC in our local *San Carlos - Belmont Enquirer Bulletin* newspaper the same day I read your short Sightings on the situation in Richardson Bay. It makes me shudder to think what's happening to our government processes.

Incidentally, your magazine has been to longitude zero, at least in spirit. See the enclosed photo that was taken last August at Greenwich.

Don Torburr  
San Carlos

Readers — The following are some excerpts from that editorial:

"Foster City Mayor Roger Chinn has embarked on a one-man crusade to stop BCDC from encroaching on the rights of local governments in the area. Behind the efforts of Supervisor Anna Eshoo, who sits on the board, BCDC wants to extend its jurisdiction to impose measures to "reduce the risks to persons and property from earthquakes, floods and other natural projects which the commissioner authorizes."

"The old saying, "if it isn't broken, don't fix it", applies in this case. The earthquake pointed up the fact that local cities have been doing a good job of following the Uniform Building Code. Building damaged by the earthquake occurred in areas outside the jurisdiction of the BCDC, mainly in older downtown structures built before the Uniform Building Code was strengthened."

"Foster City in particular, which was supposed to be a disaster area if hit by a large earthquake, was one of the communities least affected by the disaster. The move by BCDC to encroach into local building projects is totally unnecessary and just another step to push bureaucracy so that the process of development becomes more complex and more difficult."

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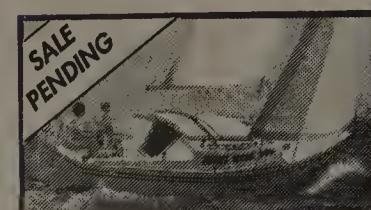
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CATALINA 34



CATALINA 30



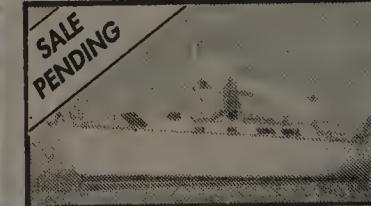
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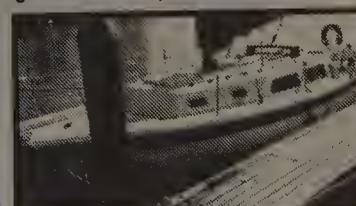
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# LETTERS

"Not only did the BCDC pass a motion to try and move the legislation through Sacramento giving it this power, but it refused to allow public comment at its meeting. When Mayor Chinn tried to comment on the motion, he was not allowed. Supervisor Eshoo said during the meeting that while she doesn't want to preclude public comment, her real intent is to move forward with legislation.

"That just won't do. No matter what Supervisor Eshoo's objectives are, BCDC did not follow its own procedures by denying public input. There was an effort, spearheaded by Eshoo, to steamroll the powergrab and to give the BCDC powers it does not have and should not have in the future. After a public outcry, the commission later admitted that it was in error by not allowing the public to speak.

"To illustrate how arbitrary is this decision, BCDC has no intention of setting guidelines for approval of projects. What it proposes is that the BCDC Engineering Review Board look over architectural plans and then simply accept or reject the proposal. That means developers would go through the expense of preparing plans based on the Uniform Building Code, only to run up against the BCDC's own set of criteria, which are unknown and purely arbitrary."

*Don, we long ago became convinced that the BCDC's lost sight of its original laudable goal. It's main focus is no longer to protect the public interest but to stake out ever-increasing power — and a greater operating budget. In our view, the BCDC ranks right up there with HUD and the Savings & Loan Regulatory Agency as extreme examples of government run amok.*

## IS IT POSSIBLE TO BUILD ONE IN CEMENT?

I just read about Dick Muenger and his Marco Polo 55 in the January Changes by Marijane Evans. I don't know Dick personally, but if you think he might enjoy corresponding with me about the building and cruising of his Marco Polo, could you forward him my address or let me know how to reach him in San Francisco?

At one time I had hoped — and still wonder if it's possible — for my wife and I to build a Marco Polo using a cement hull.

Peter Metcalf  
255 Water Street  
Eastport, Maine 04631

*Peter — We don't retain the address of everyone who writes us a letter, so you'll have to hope that Dick decides to drop you a line.*

## FROM HERE TO INFINITY

I bought an Infinity Marine generator about ten years ago and I desperately need some component parts. Does anyone know what happened to Infinity Marine of San Diego?

Edmund Wong  
Honolulu, Hawaii

*Edmund — If we're not mistaken, Infinity decided there wasn't enough money in the marine generator business and switched to making automobiles. You know, the Infiniti by Infinity.*

*Seriously, we don't know what happened to Infinity Marine, but perhaps some of our readers do.*

## CRUISING CAT

With just 16 months to my 'pull the plug' day, I continue to convert my Stiletto 27 catamaran to a liveaboard cruiser — while living aboard. All this is being recorded in *Multihulls* magazine, whose checks keep me in building materials.

You folks do a terrific job, but you don't show many cruising multihulls, only those that race. But I love your Changes.

George Snyder  
Long Beach

*George — The truth is we simply don't get many letters from folks out cruising on multihulls. We can't wait until we get our first Changes*

An open letter to the readers of *Latitude 38*,

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*Jeff Stone*

Jeff Stone  
Owner, Nau•T•Kol Marine

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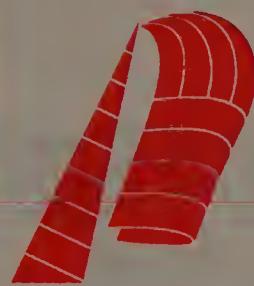
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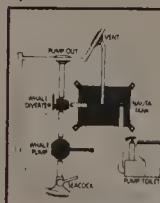
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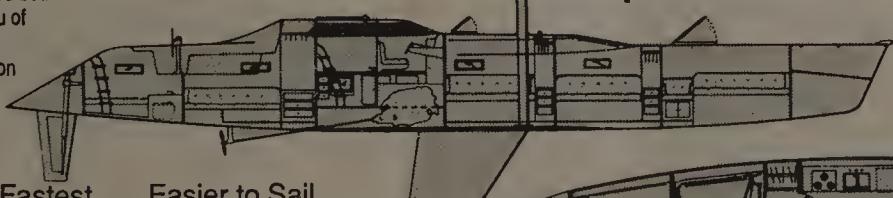
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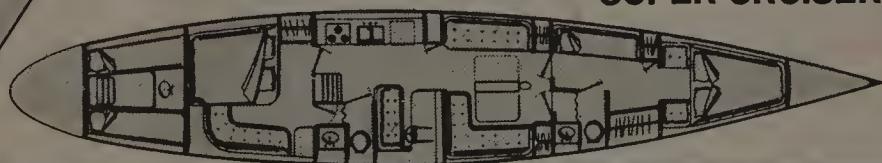
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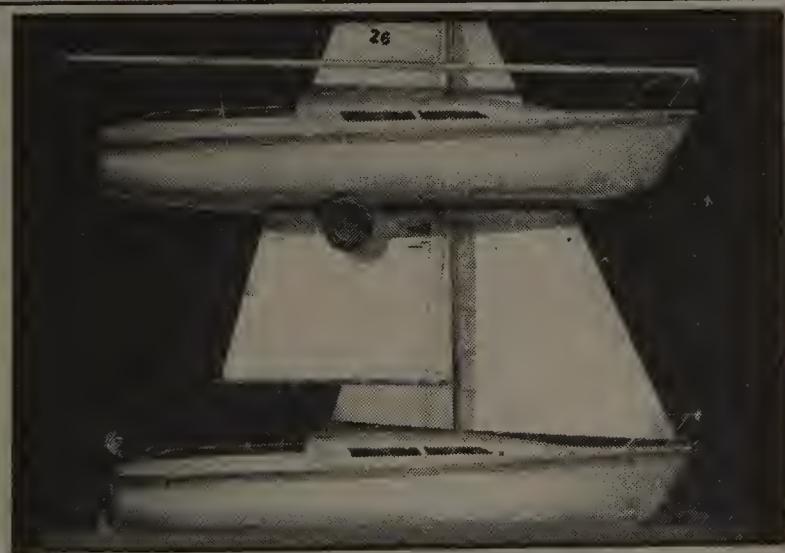


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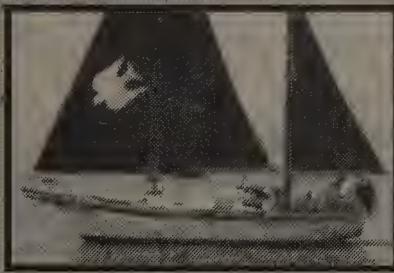


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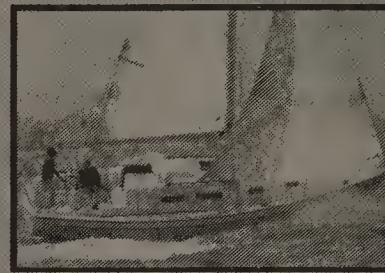
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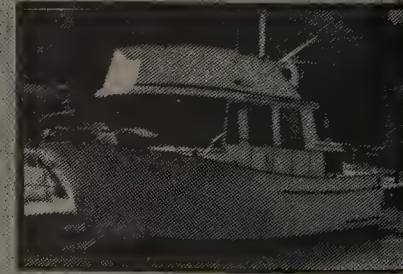
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# LETTERS

from you.

## ↓↓PERFECT FOR MINI-12S

I recently moved to Arizona and guess what? I can't find a *Latitude* anywhere!

The desert is a great place if you are into golf or tennis, but there isn't much going on if you are a sailor. My sailing "jones" has been limited to remote controlled sailboats in a pool! Actually it's taught me a lot about light air sailing.

There is a small pond that is used by the Arizona YC for sailing dinghies that would be perfect for a Mini-12. I would like to be the first kid on the block to have one, but have no information about them. Is there anyone out there who can give me the scoop on who makes them, their availability and cost. All information would be appreciated.

Thanks for the many years of getting your rag for free.

Dennis Desprois  
Scottsdale, Arizona

Dennis — Only used mini-12s are available. They sell for between \$900 and \$1,600. Call Jim Taylor at (415) 924-7311 for some possible leads.

## ↓↓FIVE YEARS AND BLOWING STRONG

RE: Household wind instruments, March, page 63.

My trawler type vessel has had a wind instrument manufactured by Downeaster Mfg, Cape Cope, MA onboard and has been functioning flawlessly for five years. The boat has been to La Paz and back, so the unit has felt seawater more than once.

The unit is probably not as sensitive in the very low speed range and reads in miles per hour versus knots, but since it ain't broke, I ain't gonna replace it. And, it's never been serviced.

While on the subject of good products, we installed a Force 10 propane stove over a year and a half ago. Upon calling their 800 number with a complaint concerning low burner setting and a warped oven flame disburser, they immediately shipped three burner bypass screws, one new and improved oven flame disburser, one new thermometer and one new and improved ignition button. Wow!

Doug Delaplaine  
Hotel California  
Sausalito

Doug — Regarding your last letter: Having read about the recent problems of one Northwest flight crew, we're wondering if we didn't jinx them with our careless talk.

## ↓↓SAILING THE BAY AND SEXUAL AMBIGUITY

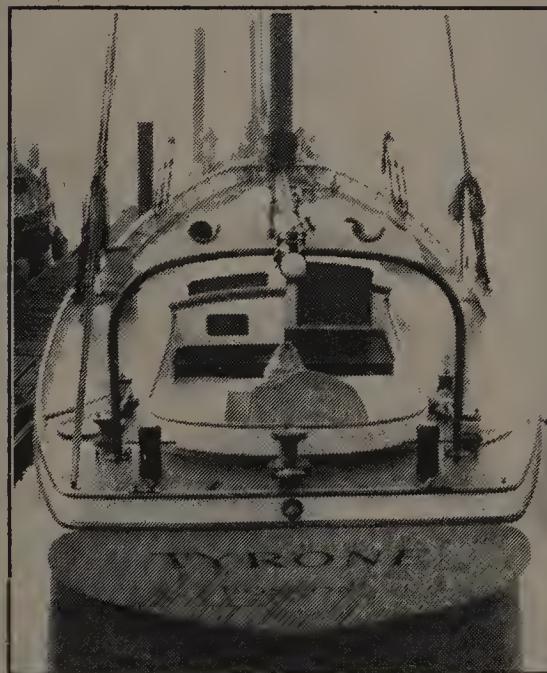
Since you folks persist in saying nice things about my book, *Sailing the Bay*, I am writing to say thanks, and to let you know that I'm working on a sequel — *Son of Sailing the Bay Meets Godzilla in Ivana's Boudoir*. Unfortunately, the work is coming slowly, at best. My lead character, Keel Overton, exhibits a troubling sexual ambiguity between Godzilla and Ivana, and can't decide whether to broach up or broach down.

I'm sorry that copies of *Sailing the Bay* have become so scarce. Chronicle Books talked about printing up another few thousand, then opted for an all-new edition (no publication date yet). At this point, the only copy I can get my own hands on is the one that I gave years ago to the chick who did the illustrations. If I hadn't married her, I wouldn't even have that.

All in all, ol' *Sailing the Bay* had a good run. When it came out, the America's Cup was still an object of romance, Yucca was racing IOR and John Kostecki hadn't hit puberty.

Thanks for a magazine that makes sailing better for all of us.  
Kimball Livingston  
San Francisco

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# LETTERS

## ↓↑I WILL REMAIN P.O.P.O. FOR LIFE

About Jim Thompson's letter in the March issue regarding the election of a new President of the Pacific Ocean: Although I was elected to President of the Pacific Ocean by a group of several hundred sailors from many countries during a Pan Am Clipper Cup Series in Hawaii, I feel it is not a periodic elective position. The reason I say that is because Spike Africa was elected President of the Pacific Ocean and continued to be P.O.P.O. until his death. It was a lifetime position.

Spike had appointed me Vice President of the Pacific Ocean way back in the late '70s. Since I have been P.O.P.O., I have appointed Bob Dickson as Vice P.O.P.O., following the format used in the past as the protocol for these positions. Therefore, I will remain P.O.P.O. until my death, and that time, the position will be up for vote.

I don't recall Jim Thompson, and I don't recall having him sail on *Viveka* in the past. I don't know if Jim is aware that *Viveka* and I raced from Hawaii to Hiroshima, Japan, taking third in the cruising division. Then, I doublehanded 900 miles to Nakhodka, Russia. Three days after arriving at Nakhodka, we raced in the "Japan Sea White Sail for Peace Race" from Nakhodka to Muroran, Hokkaido, Japan. We were the only American yacht that has ever entered this race. We finished first, beating the next boat by four hours. We also now hold the record for this race: 66 hours for over 500 miles.

I am still in the Pacific Ocean with *Viveka* in Okinawa. I intend to do the race from Japan to Vladivostok, U.S.S.R., in August.

Since June 18, 1989, I have sailed over 8,500 miles of the Pacific. I have been on two 90-minute TV shows in the U.S.S.R. — in addition to many front page newspaper stories and photos as well as several magazine stories.

I feel I am doing the job of P.O.P.O. justice. So, Mr. Thompson, the position of P.O.P.O. is not up for grabs.

Capt. Merlin Petersen  
President of the Pacific

Readers — Merl is always looking for crew. If interested, write him at 47-500 Kam Hwy, Kaneohe, Hawaii.

## ↓↑MY KINDERGARTEN TEACHER DID HER JOB WELL

Re: Max Ebb Ties One On.

Wow! No more double knots in my tennis shoes — nor my wing tips!

I just couldn't fathom it — all these years as a sailor, all these years tying double knots in my shoes, but I never made the connection that a granny knot was the culprit. I guess my kindergarten teacher did her job too well.

But I am teaching myself again! It sure feels strange to tie my shoes differently, but what a joy — a single clean knot holding fast all day long! And now I can teach my five-year-old the right way from the start — if he ever gives up Velcro.

Tim Bensch  
Boat Songs (El Toro)  
Santa Clara

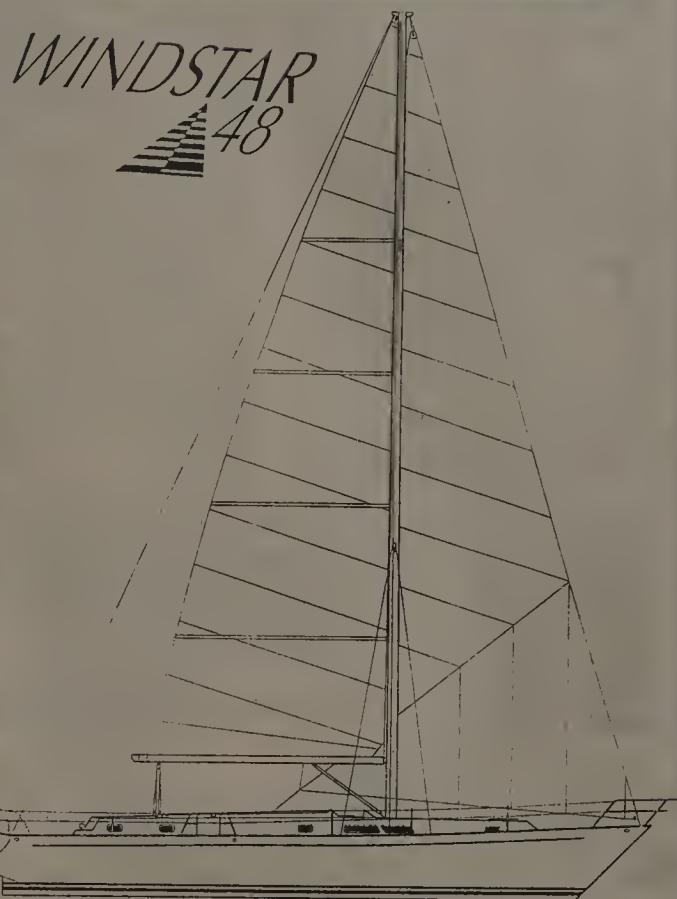
## ↓↑THESE AREN'T THE GOOD OLD DAYS

Human compassion compels me to reply to Rupert Lyle's unfortunate letter discussing moral and practical aspects of EPIRBs. Through a stroke of good fortune, your editor responded with intelligence to the practical aspects mentioned. Regarding the moral aspect, early on Mr. Lyle touches upon the subject and then essentially ignores this most important issue throughout the bulk of his bizarre letter.

He questions our right to call upon others when we get into trouble. What he seems to ignore is the fact that the "we" he speaks of can include innocent members of his crew and guests, as well as himself, the skipper. Now, if Mr. Lyle is out there singlehanding while exercising his principles of survival, my apologies. I guess people have

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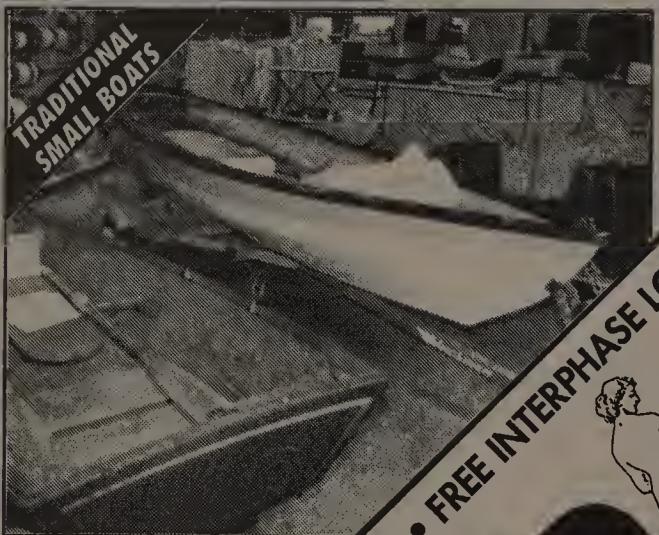
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# LETTERS

a right to kill themselves if they want to (and it is thoughtful of him not to cause a bother for the Search & Rescue folks). But, if he is not, what about those people sailing with him? Those people have a right and it comes before his own personal philosophy; they have the right to survive. People entrust that right to the skipper of any boat they board. As skippers, from what omnipotent source did he or his grandfather suddenly gain some right to endanger the lives of innocent people by depriving them of known and useful safety devices while at sea? Where I come from, that's not called "standing on principle"; it's called passive aggression.

If Mr. Lyle wishes to lessen his own chances of rescue, so be it. But if this is so, given his cavalier attitude on the subject, common decency demands such a skipper have no one on the boat other than himself. Otherwise, Mr. Lyle's principles become akin to those of the skipper whose trimaran flipped off the Pacific Northwest coast. He was discovered the next morning pouring all the drinking water over the side, saying "If we're supposed to have water, God will provide it." Great principle for that skipper, but what if his crew doesn't subscribe to his survival philosophy?

If there's crew aboard *Kayhya*, I desperately hope one of them can sneak an EPIRB aboard (particularly if there are young children involved). If there is a catastrophe, when the rescue craft arrives (probably as a direct result of the EPIRB), Mr. Lyle needn't get aboard. He can continue to drift off alone, exercising his grandfather's principles and practicing his own skills of rugged individualism and survival. As they wave goodbye, he will have plenty of time to contemplate the brutal reality of his antiquated "good old days" principles.

Don Lind  
Lena D.  
Santa Cruz

## UP A WEEK ON MY CAL 34 ON S.F. BAY FOR A WEEK ON YOUR CAL 34 UP NORTH

I would like to know if there is a time-share program for yachts similar to that for vacation homes. My situation is that I have a sailboat here in San Francisco Bay which I would be willing to time-share for a sailboat at some port on the Inside Passage to Alaska.

For future reference, I would also like to know if such a program exists elsewhere in the world. If there is no such program organized, I would be interested in establishing a no-fee clearinghouse to provide such a service. Would you be interested in supporting this venture by publicizing it?

Warren S. Cohen  
Walnut Creek

Warren — To our knowledge exchanging time on yachts has only been done on a limited basis. A previous advertising manager of ours traded time on his Islander 36 here on San Francisco Bay for time on an Islander 36 in Southern California. By all accounts it was a big success. The following is another account of 'boat-trading'; this one by Northern California's Robby Robinson, who also happens to be the Commodore of the Singlehanded Sailing Society:

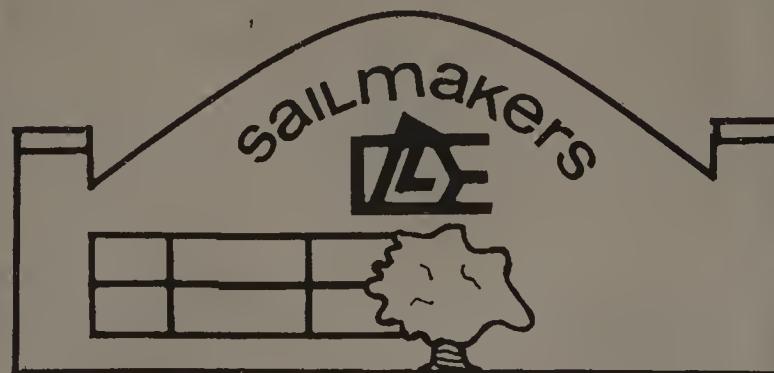
"In September of 1988 I had just returned from a summer full of adventures which included the Singlehanded TransPac, a singlehanded Passage to British Columbia, a six week cruise in British Columbia with my wife Dolores and a 5-day gale force passage from Victoria to San Francisco. I needed a rest and was looking forward to sailing no further than to Angel Island once in a while. Unfortunately, the October issue of Latitude had an enticing advertisement from a sailor in Holland who wanted to trade boats with someone in the San Francisco Bay Area. We answered the ad on the spur of the moment, not really thinking we would do it. Nothing happened for a month, then suddenly things started moving forward like a freight train. We traded letters, pictures of ourselves and boats, checked with our insurance companies and made a decision to do it."

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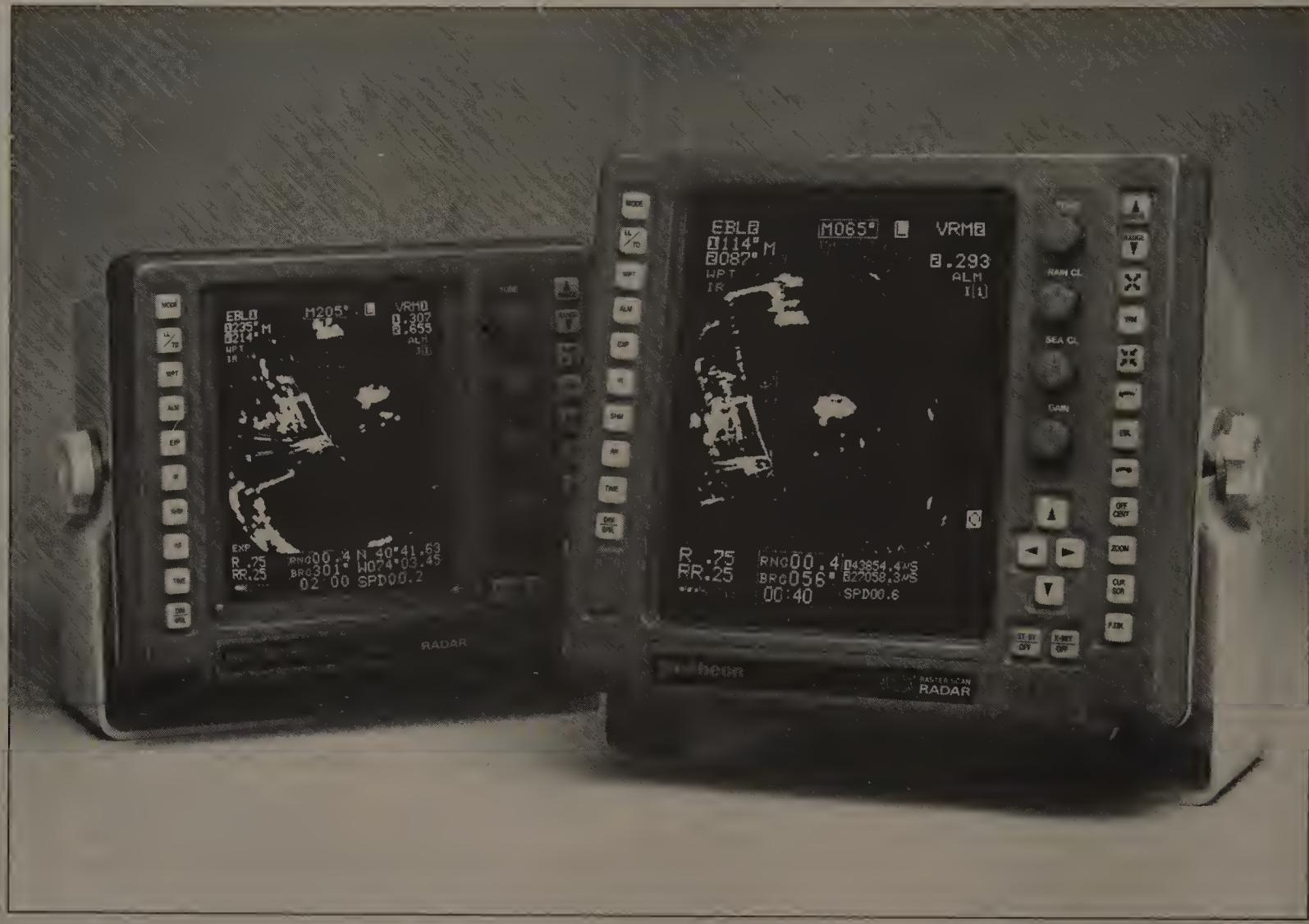
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# LETTERS

It turned out to be pretty easy. We got our passports through the San Rafael Post Office and our round-trip plane tickets (\$1503 for the two of us) through a travel agent. We traded both boats and cars, and found out that our insurance covered the boats at no additional cost! We arranged our travel so the Dutch couple, Ton & Trudy DeGroot, would meet us upon our arrival in Holland. They took us to their boat, showed us around, fed us dinner at their yacht club and left the next day for San Francisco. We had made arrangements to have them picked up by friends from the Presidio YC, who took care of them upon their arrival here.

I hadn't been to Europe in 25 years, so I had some fears about getting around. In practice it was easy. Most of the Dutch speak — unlike us — excellent English. We really didn't need the car, but did use it. I got lost a lot but really had no problems driving. We relied on our Mastercard and Visa to obtain money and this worked great everywhere we went. Shopping in the stores was similar to here (prices slightly lower) except you had to bring your own bags (this wasn't really a problem and sure saves a lot of paper and waste). Our living costs proved to be the same as here.

For the most part the sailing was easy. There were a lot more boats — hundreds more — moving from port to port. We were in harbors where there were rows of cruising sailboats rafted 10 deep to the inner harbor seawalls. I was impressed with the seamanship I saw; it's much better than here.

I think that trading boats has a lot of potential and may be a good and affordable alternative to chartering. I was amazed at how many Dutch and English sailors we talked to who wanted to come to San Francisco (this was before the quake). I suspect that if an ad were placed in a European sailing magazine that there would be a large response. I wouldn't hesitate trading boats again."

(For more about the Robinson's boat trade, see next month's Changes.)

But to answer your questions Warren, 1) No, we do not know of a clearinghouse for exchanging time on yachts, and 2) Yes, we would be delighted to support a no-fee clearinghouse with publicity in these pages. We think it's a terrific idea and hope you charge forward with it.

## ↑↑CAN'T THEY HANDLE THE PRESSURE?

I can't understand why Sierra Point will not join us in our Tuesday Night races at Oyster Cove. They did last year.

We've heard that they, like Oyster Point, are going to race on Friday nights at 6 pm. Oh well, maybe we could get them to put up their best five boats against our five boats on a Saturday in the last part of September to see who is the fastest. We think this would be fun for all — unless they can't handle the pressure!

Genesis  
Race Committee, Oyster Cove

Genesis — It's no fair snipping at others if you're not willing to handle the pressure of signing your name to your letters. Besides, maybe the folks over there have something important to do on Tuesdays nights, like watching Roseanne or Who's the Boss?.

As Harbormaster Dick Timothy explains it, the Oyster Cove races are strictly for fun, have no classes and don't require yacht club membership. The races, he says, will be held every Tuesday night from April 3 through September 4. Timothy says that an average of six boats showed up Tuesday nights last year until the last race of the season when 14 entries were attracted by the prizes: one case of Corona for the winner, two cases of Corona for the losers. We at Latitude are particularly fond of big time racing like this, and plan to show up soon for a photo shoot.

## ↑↑HC/TAYANA FOREPLAY IS TONGUE AND CHEEK

I was hoping to stay uninvolved, albeit quite amused, by the Hans Christian/Tayana banter, but I would like to clarify some of the points

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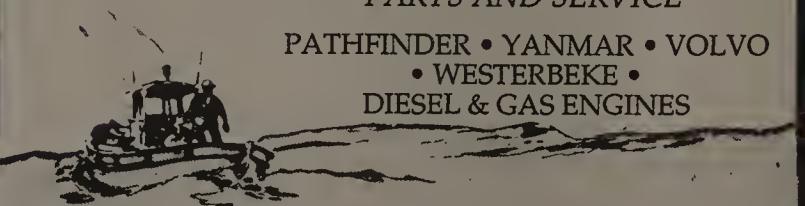
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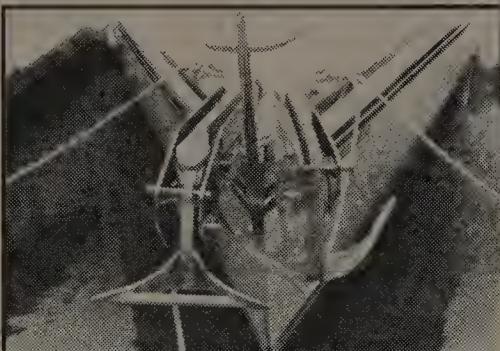
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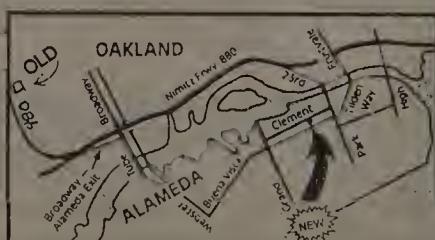
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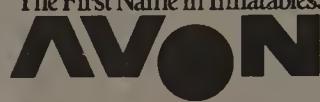
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# LETTERS

made by various parties.

First of all, very few of the Hans Christian 43s that traditionally participate in the yearly Colin Archer Memorial Regatta have performance keels. In fact, the boat that got the gun last year was a standard full keel cutter with original (1982) sails.

For the record, Encinal Yacht Club is the sponsor of the Colin Archer. They set the rules and operate the whole thing — splendidly I might add. They have allowed World Yacht Center and now the Hans Christian Owner's Association to operate their own race. Known as the "Hans Christian Division" it's based on a somewhat more equitable — (sort of) — basis known as the PHRF.

Since we have broached (pardon the pun) the subject of the rating system, a PHRF handicapper usually requires enough data on like and similar hull shapes, ratios, CG's, etc. to make an intelligent guess. But since these types of boats are hardly ever campaigned seriously, hard data (i.e. actual finishes in various conditions against fairly rated boats) is difficult to come by and thus the decision of a handicapper has to be a highly subjective one. For example, a Tayana 52, considered by some to be a fast cruiser, rates 102 under PHRF while a Swan 51, a comfortable fast cruiser but definitely no rocketship, rates 31. Does that mean that the Tayana 52 is 71 seconds a mile slower? Think about it! Scala's comment was obviously meant to be "tongue in cheek".

My personal view is that the Hans Christian 38 and the Tayana 37 should race boat for boat. The Tayana is a foot shorter but is also lighter, so it should be a wash.

Gentlemen, raise your sails!

Harold De! Rosario  
President, World Yacht Center, Inc.  
Alameda

Readers — According to Jim Scala, the date for the eagerly awaited HC/Tayana grudge match has been set for July 21. We'll be watching the upcoming Colin Archer Race (5/12) closely — it should offer a good preview of the July showdown.

## LEE AN EMBARRASSMENT TO FEMINISTS?

For eight years I have been entertained and informed by reading *Latitude 38*. I have no complaints about your magazine. Questions do pop into my mind as I peruse the articles and columns — and the March 1990 issue's Max Ebb makes me ask one. Like, shouldn't Lee Helm have graduated from the Naval Architecture Department by now and be out designing ULDB racers or maybe cruise ships? Please tell us why we readers should take her advice seriously when she can't even get out of school.

Because I am young and a woman, I have been really pleased to have Ms. Helm as an authority on whatever is new and important in the world of sailing. I am now beginning to wonder, though, if Ms. Helm's protracted schooling might not just be an embarrassment for all sincere feminists.

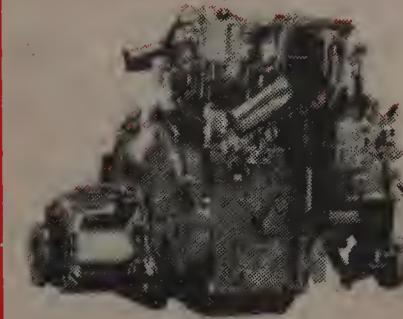
P.S. — After you tie your shoes, look at the bows. A lace tied with a 'granny' will align its bows fore and aft, but a 'reef knot' will align its bows 'athwars-shoe'. Whatever the rabbit or cub does in the illustration at the beginning of Max's March column will not change the fact that a sailor pulled from the Estuary using the loop shown will likely have a wasp waist (or chest) in more ways than one.

Barbara Hauer  
Sacramento, CA

## MORE THAN ANYONE WANTED TO KNOW

Greetings from the *madre* of two of the "Los Tres Caca Cabezas" who were described in your last issue as being part of the *Bones VIII* crew in the recent race to Manzanillo.

I am writing to give you even more background than you ever wanted about the two gentlemen (?) in question as there has been a



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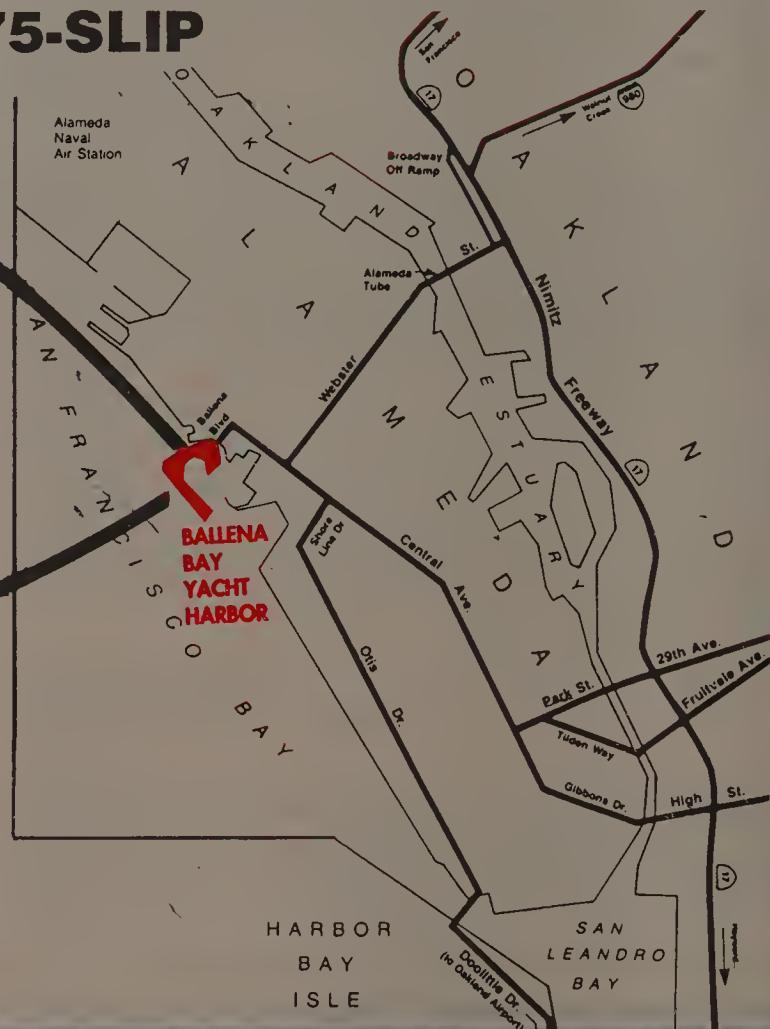
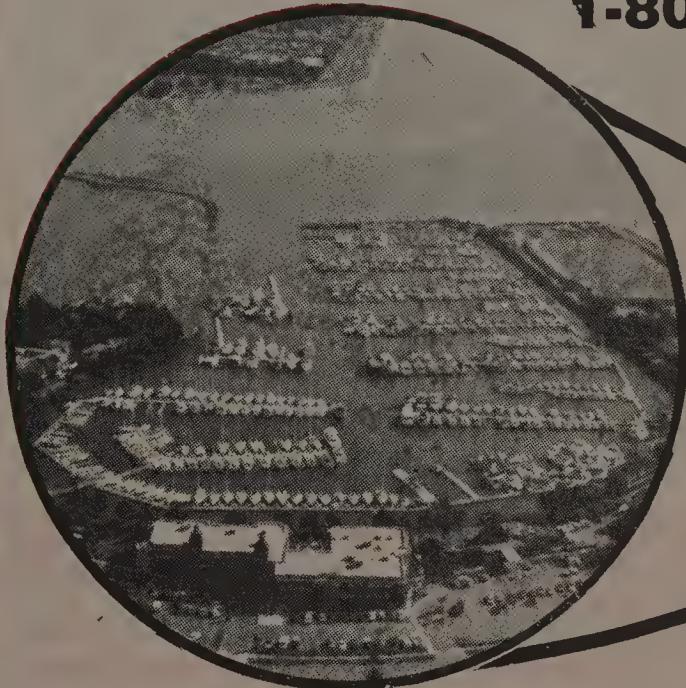
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# LETTERS

long, arduous apprenticeship in order for them to have developed their current level of performance. My husband and I were the original other half of the racing crew of *Bones II*, joining the skipper and his wife in making up a rather cozy foursome racing a 22-ft Electra for several years in the MORA series. We were the hungry, wet and thirsty crew who usually arrived after dark at Half Moon Bay, Drakes Bay or Monterey.

We raced and sailed on several subsequent *Bones* boats until we succumbed to family camping vacations and summers on Tomales Bay. I must admit that even at this early age it was increasingly difficult to find weekend baby-sitters willing to take on "Los Dos Caca Cabezas." There may also be a genetic factor involved as their 84-year old grandfather can be seen most days singlehanding his Folkboat #4 on San Francisco Bay.

The third member of this trio arrived at Tomales Bay for summer vacations at an early and impressionable age — with some unforeseen consequences. Thus was formed an alliance which has had a definite impact on the ambiance of standing watches on *Bones VII*, and subsequently *Bones VIII*.

We, the elders, are now the cruising crew — enjoying all the activities at race's end and the trips back to the Bay Area. Even up the coast is enjoyable on a Swan.

I do have a word, however, for the crewmember on *Lone Star* that we met in Turtle Bay on our return cruise from Las Hadas; it is NOT as easy as you described to get from Turtle Bay to San Francisco. The trip, as I experienced it, included a flight on a DC3 which stopped on Cedros Island, where the amount of remaining fuel was measured by putting a notched stick in the gas tank. It was then necessary to make my way from Ensenada to Tijuana with a series of trades, including giving away my two peanut butter sandwiches.

We, the *Bones VIII* racing and cruising crews, hope we have now earned the right to T-shirts which will be worn proudly wherever the next race or cruise takes us. (Please make at least two of these extra-large as we are indeed enjoying the good life.)

Suzie Warren  
San Rafael, CA

## ↓↑THE ONLY THING I DISLIKE ABOUT LATITUDE

1) I'm still not comfortable with the format of *Sightings* wherein the center and perimeter body copy progress at a different pace. It's like two-ply toilet paper when it gets out of sync.

2) I cannot believe that you have an advertising manager named John Arndt. Strange as it may seem, I knew someone with that name who was in advertising some time ago at the *Healdsburg Tribune*, *Enterprise* and *Scimitar*. Obviously, "your John" is either older than you think, a son of a John, or as coincidental as the fact that there are two Ira Rosenbergs in Northern California — both of whom lived in Albion at one time.

I look forward to learning more about #2, and suspect that you will stand fast in your position on #1, even if it is the only thing I dislike about *Latitude 38*.

Ira H. Rosenberg  
Santa Rosa, CA

## ↓↑THEY HAD FIVE GLASS PLATES

Your article in the *Sightings* section on the Beken (of Cowes) family recalls to mind how accurate and efficient their negative files are. Some years ago while I was in England, I telephoned their office and spoke with Keith Beken. I thought they might have photographed *Wander Bird* while Warwick Tompkins, Sr. was rejuvenating her in England around 1930.

"Just a minute," Keith Beken said. A moment later he ventured to the phone and said they had five 6 1/2 x 8 1/2 inch glass plates on file that they had taken while she was under sail. An order was quickly placed, charged to Visa, and shortly after I returned to San Francisco several lovely sets of all five arrived by airmail. Of course, Harold

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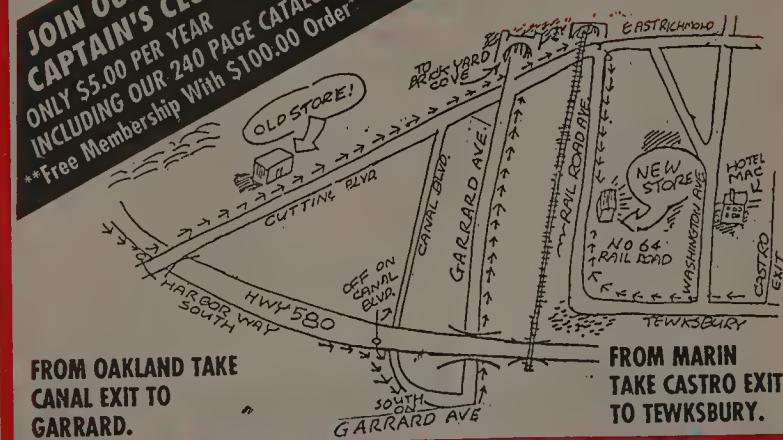
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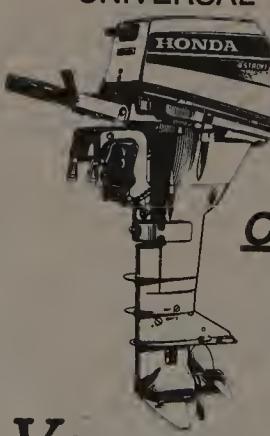
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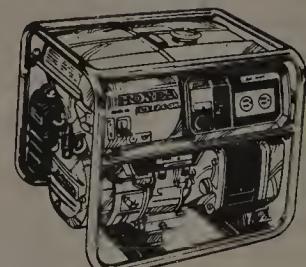
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# LETTERS

and Anna Sommer got a set. Later, after a charter cruise in the Caribbean on the last Brigham Trawler ketch to be built — a 75 footer built as a yacht in 1936 — I wrote to Beken, and sure enough they had photographed her, and subsequently sent a set of prints to me.

One small correction in your article: the pictured camera, though somewhat shaped like a box, is no more a "box" camera than a Rollie or Hasselblad.

Chuck Stern  
San Francisco

## ↑↑ ALMOST ALL BOARD MEMBERS PARTICIPATE IN REGULAR RACING

Having been an avid reader of *Latitude* for quite some time, I've always enjoyed your accurate and in-depth reporting of all the regattas taking place on the Bay. Your in-depth style is oftentimes quite refreshing in an otherwise staid sport.

Your most recent April issue hits very close to home, with Max Ebb being up to his usual antics. I find his perspective to be most interesting, as once again he sums up a very confusing issue and tries to bring things down to the lowest common denominator. Yes, USYRU is going through a good deal of growing pains with respect to the issues of regatta sponsorship and professionalism as well as eligibility and advertising codes. While things may be confused at this time, many active USYRU administrative types are working quite hard on solving these 'sticky wickets'.

I happen to be the Chairman of the USYRU Working Party on Sponsored Regattas. I am also a member of the USYRU General Services Committee. These two groups are trying to make sense for all involved as to how best to come to grips with the various issues revolving around the growth of commercialism in our sport.

Clearly, we need a simple eligibility code, and likewise an advertising code. The Working Party on Sponsored Regattas would sincerely appreciate Max's thoughts and the thoughts of your readers on this issue. What do the sailors want and expect from the growth of commercialism in our sport? What is going to be best for us? Any thoughts that you have along these lines would be most appreciated by our committee. Please feel free to contact me at the below address or by phone at 714-673-3515 (office); 714-675-1488 (home), or by FAX (714-673-8937).

One note regarding the last sentence of Max's article. The USYRU office is located in Newport, Rhode Island. This is a staff run office. Policy emanates from the USYRU members of which at least 20% reside in California. Northern California is extremely well represented by Tom Allen, a USYRU Vice President and member of the Executive and other committees. Of the 35 USYRU Board members, 10 reside in California. I'd call that pretty fair representation. The USYRU office and the political structure spend virtually no time at all on America's Cup business, and the Olympics are handled quite well by Staff Director Jonathan Harley, whose salary and office expenses are paid by the U.S. Olympic Committee. Mike Schottle is the USYRU member Chairman of the U.S. Olympic Yachting committee. The USYRU — both staff and members — are devoted to providing member services such as training, rules and appeals, one-design class management, offshore services such as the continual development of IMS and a whole host of other minor but vital member services.

And by the way, don't think I'm one of those who just administers the sport and never gets to sail. I raced over 100 days last year in everything from a Sabot to a Swan 59 (where I acted as sailing master for Walter Cronkite's first Ensenada Race). Furthermore, a survey of all USYRU Board members at the 1989 Annual meeting showed that virtually all had regularly competed in some form of organized yacht racing. How many other sports can make that same claim?

Peter Huston

Chairman, USYRU Working Party on Sponsored Regattas  
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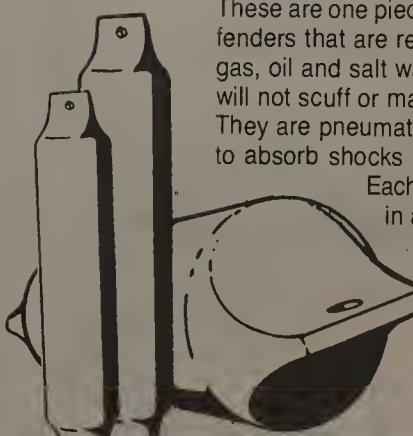
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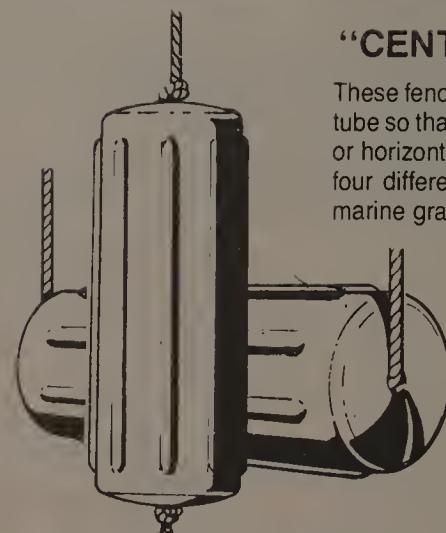


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# LETTERS

## ↓↑YOUR COMPETENCE IS CALLED INTO QUESTION

The ocean racing fleet was extremely angry at the Coast Guard for their highhanded cancellation of Island YC's annual Lightship Race. This is to let the ocean racing fleet know that YRA is working with the Coast Guard to try and prevent a reoccurrence. YRA's position will be along the lines of it's a big Bay — and an even bigger ocean — so there's room for all of us. We could phrase it more strongly but that approach would only cause more upset.

As required by Title 33 CFR, requests for marine event permits were sent to the Coast Guard in following order: Woodies (at Saint Francis), the Offshore Powerboat Tour, and lastly the Lightship Race. The Island YC also included an application for their Friday Night Series.

On the day before the Lightship Race, the certified race officer supervising the event noticed that there was no permit. (Why there was no permit issued or some notice that the permit was denied by the Coast Guard is unclear. Apparently, the Lightship Race was lost in the paperwork shuffle.) In the ensuing communications with the Coast Guard, a decision was made by someone at the Vessel Traffic System (VTS) to postpone both groups of sailboats because the sail and power boat courses intersected unsafely, it seemed to him, at two points. (The Woodies modified their courses and did not race during the two hour powerboat race.)

As head of MORA (the Most Outrageous Racing Association), I was advised of the Coast Guard decision about 12 hours before the start. Saturday morning I called VTS on Channel 13 and was advised the event was "postponed". To my yachtie way of thinking, that meant a delay of a couple of hours; to the Coast Guard it meant delaying to another day. So thinking "Now we're on, let's go racing" we got underway. As a precaution we monitored channel 68 on the way to the start. Off Point Blunt the Race Committee announced, in essence, a cancellation.

So much for the most popular ocean race of the season, inconveniencing 70 boats and ruining the fun of 500 sailors. The irony is after getting word of the postponement, most of the boats sailed to the Lightship anyway. They were way past the Bonita buoy by the time the powerboats started — so much for conflicting courses and a needless cancellation. Anyway, as of this writing, the Lightship Race has been rescheduled for June 3.

As a message to the Coast Guard, I regret that things like the Exxon Valdez, Zero Tolerance, misinterpretations of the new bow riding law (*Latitude*, April 1990) and now this Lightship Race thing are making you look foolish. As the Chief Petty Officer would say, "This wouldn't have happened in the 'Old Guard'." The 'Old Guard' tried to handle conflicts — not adjudicate at the last minute on a win/lose basis. If you enforce good laws in silly ways, you lose the respect of those you regulate, you undermine the respect and need for those laws, and your basic competence in executing your mission is called into question.

John C. Dukat  
Alameda

## ↓↑I HAD NEVER HEARD OF THE SWAN ISLANDS

I noted the letter in the February issue about gunshots being fired from the Swan Islands (in the Caribbean Sea) to repel a cruising boat. The author reported that we had all "heard about the Swan Islands"; your comment was that we have not all heard about the Swan Islands and you invited further information. Let me tell you the little I know about these Islands, which may only add to the mystery, although perhaps might generate additional response from your readers.

Many years ago, while on a Navy flight from New Orleans to Panama, my course took me between Cuba and Honduras and over the Swan Islands. I thought it strange that these very small Islands, which I had never heard of, were marked as United States possessions on the chart. On the return trip, we flew directly overhead and took

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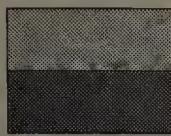
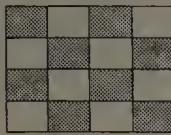
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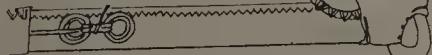
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# LETTERS

a close look. I found them to be without an airfield, harbor or any signs of habitation; just heavy tropical vegetation. Since my interest was piqued, I went to the library to find out what I could about them. Not much was available except what I already knew, which was that they were a U.S. possession located in the Caribbean.

From time to time I would see a reference to the Islands in newspapers. Once I read that they were being used by the U.S. Military as a training site for Latin-American forces. Later I came across a picture of the census being taken on Swan Islands. The caption reported that the government had asked the U.S. Navy to visit the Islands and count the people. The idea was to show how tenacious the census takers were in counting all Americans no matter how remote a place they lived. As such, it at least revealed that some people lived on the Swan Islands.

Finally, a few years ago, I read in a short article that the Islands, without a battle or public discussion, had been given to Honduras. I guess it was just a gift of the American people to Honduras.

I had not heard of these Islands again until the mention in *Latitude 38*. Maybe someone will have the complete history of these islands or, better yet, will have visited the islands and can give us a first hand report.

Alan Johnson  
Mill Valley

## THE LOSS OF THREE TAUGHT ME

Several years ago, a friend of mine and I were doublehanding his Folkboat across the bay to Sausalito after finishing a race off the City Front. It was in the spring and the weather was as magnificent as it gets on San Francisco Bay. The temperatures were in the shirt-sleeves range, the winds were relatively light and with a mild flood running, the surface of the Bay was essentially flat. As we drew abeam of Angel Island, our attention was drawn to a commotion in the water to the east of us. Since we were without an auxiliary, it took us some few minutes to reach the scene. By the time we were close enough to realize that there were three young men thrashing in the water, two or three other boats had also arrived. Looking back on it, perhaps the beauty and warmth of the day caused me, unconsciously, to view the scene with less urgency than I should have.

We did, however, go straight for the nearest individual in the water. As we passed within two or three feet of him, I dropped a flotation cushion literally right in front of his nose and between his outstretched arms. However, as we passed, he continued to thrash uncontrollably and paid no attention to the cushion in spite of our commands to "grab it!". As we continued sailing past him, it also became apparent that the other two individuals were ignoring the life-saving gear that had been thrown to them by other boats.

We were probably not more than twenty feet away from the person to whom we had thrown the float cushion when I voiced my decision to the skipper that I was going to go into the water to assist. My skipper quite wisely immediately told me I would have to remove at least my seaboots. I bent down to do so and had partially removed the first boot when I glanced back over the stern just in time to see all three of the men sink, almost simultaneously, beneath the unusually placid surface of San Francisco Bay. As the skipper brought the boat about, I continued to keep my eyes focused on the area while continuing to remove my boots. However, the opportunity was gone. There was absolutely no sign of any of the three. They had simply disappeared!

My skipper and I finished our trip to our Sausalito berth in stunned silence. We reported the matter to the authorities. By reason of subsequent contact with the authorities, I learned from the information they had pieced together, that these three young men had somehow swamped their small aluminum skiff and had been in the water 15 to 20 minutes — perhaps as much as 25 minutes — by the time we and the other boats arrived on the scene. They were lightly clothed and, most significantly, were wearing no life jackets.

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# LETTERS

The experience of this tragedy has stayed with me a long time and probably will for the rest of my life. As you might imagine, I have become considerably more conscious of wearing my life vest and also try to be conscientious that everyone aboard my Olson 30 also wear their life vests — particularly when racing. I confess that I occasionally relax but I am conscious of these moments and I try very hard to limit them to those occasions on San Francisco Bay when I am reasonably confident that I, with the assistance of others, could retrieve a man overboard in reasonably short order. As I write this I know that this is probably the worst form of self-delusion, and that I should even be yet more conscientious and make sure that life jackets are worn at all times.

The reason I've been compelled to write this letter, the first letter I have ever written to any magazine, is the sadness I felt on seeing your report in the March issue of the tragic loss of Stewart Kett and the irony of its appearance in the same issue as the photograph on pages 112 and 113 of the yacht *Spellbound* in the ARC Rally. Based on the caption of the picture, it appears to depict *Spellbound* in the open ocean, in the process of reefing down. It is clear from the angle of the vessel to the horizon and the whitecaps on the surface of the water, that there is considerable breeze. In fact, the caption to the picture mentions that the winds were gusting to forty knots. Although the helmsman is holding onto the wheel, both of the two crewmen who are engaged in reefing the mainsail appear to be in positions that could certainly be described as "precarious".

The vitality and freedom captured by the picture caught my eye at once. I am somewhat chagrined to say that it took me more than a few moments to come up with the explanation for the gnawing feeling that something in the picture was worrisome. It bothered me that it took me even the few minutes that it did to recognize that in conditions which clearly would have made it extremely difficult to retrieve a man overboard, none of the three persons shown was wearing a life jacket and none of the three was wearing a harness. Given the fact that three young men can die on a blissful sunny day in the middle of a fairly calm San Francisco Bay, it seems nothing short of suicidally careless not to wear some form of floatation and/or a harness in most of the racing conditions on San Francisco Bay and most certainly in the open ocean with gusts to 40 knots.

I didn't know Mr. Kett, but as a fellow sailor I am saddened by his passing. While it may be, and probably is, comforting to note that he died doing something he loved, I don't think it is presumptuous to assume that he would have loved to have continued to do it longer.

The point of all this is to ask you to raise your magazine's considerable voice yet one more time in a plea to all of us, myself included, to get and use proper personal floatation devices. Say to all of us and for all of us: "Skippers, wear a life jacket. Require that your crew wear life jackets. And, crew — particularly racing crew — get and wear your own life vest. Don't give the skipper a hard time when he or she asks that you put one on (skippers like to be liked, too)". Personal floatation devices of various types may not be stylish or macho, but neither is dying.

Tim Knowles  
Kensington

## ↑↑MISFORTUNES IN THE VIRGIN ISLANDS

Re: The letter regarding misfortunes in the Virgin Islands (St. Croix) in the March issue (page 31) "He is No Murderer".

I wish to thank all the people who have written me, and to my friend Steve Cesliey who initiated the first letter to your magazine.

I have written to all you who have written me, except Hawaii's Ann Wholen, whose return address I'm not sure of. But I tried and it's in the mail somewhere!

Since that letter was published in March, I have been moved to F.C.I., Box 1500 El Reno, Oklahoma 73036#0548045. Now I am about as far away from the sea as I can get. I do enjoy your publication very much, and I dream of my young son and my boat

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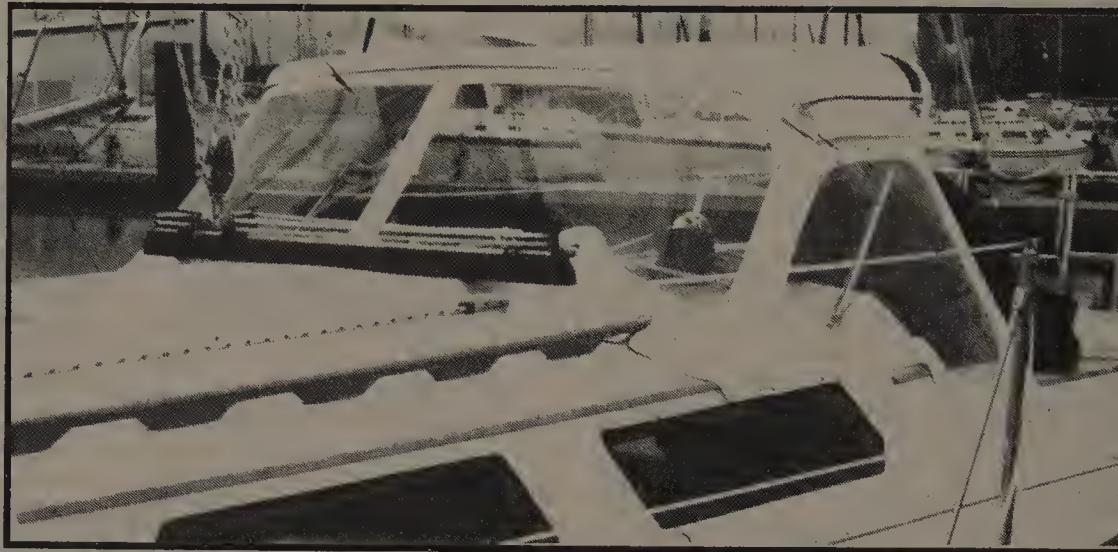
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# LETTERS

every night. One day I'll get out and find another boat!

We had much fun and adventure in the West Indies and both learned a whole lot. I want you to know I have many good friends down there in St. Croix. I learned the hard way about their brand of justice ("just us"). It's a shame when a jury deliberates on a case and 50% or more of them cannot read or write. How can they possibly understand the legal arguments, facts and motions put to the court in complicated legal jargon. What does one do when his lawyer tells him after a conviction "pressure was applied to me, I had to lay down. Don't worry you'll be eligible for parole in 12 1/2 years". I really don't think a West Indian parole board is going to help this white man very much!

I'm changing lawyers again and pray to God every day for real justice. So sailors beware! The welfare system was first tried in St. Croix. It's been there for three generations. The people there that work, work for the government. The ones that don't live off the government, food stamps, government housing, welfare checks and if they don't get enough, they rob and steal from the tourists and visiting yachtsmen. It's easy to get work and make something of yourself, because most of the people who were "bon here" don't work! And they look down on, and wish no success to people with a little initiative. Look at any other Island in the Caribbean - the people are a lot nicer, hardly any crime as compared to the U.S.V.I. It's a shame our government has polluted the minds of these people. It's too late now — it's embedded.

I am so thankful I'm not in jail down there anymore. Imagine being the only white in the whole prison system!...Well, it's worse than that!

I thank God I'm alive and with His help I'll be free one day!  
Freedom!

Billy Weatherwax  
El Reno, Oklahoma

## WOW — LIVING UP TO ITS NAME

First let me compliment you on your excellent work each month; count me as another of your avid readers addicted to your magazine.

Second, I have been reading with sympathetic interest the letters from women readers describing their adventures trying to learn to sail. Two years ago I was in a similar situation as a novice sailor; not wanting to pay big bucks to the headline sailing schools and not wanting to seek a social/romantic companion to "tutor" me, I stumbled upon a women's sailing club that solved my problem.

I'm a member of Women On Water (WOW). We are affiliated with Metropolitan Yacht Club of Oakland (MYCO). About eight years ago this group was organized under the premise that it's easier to teach someone else's better-half to sail than your own. (Somewhat similar to learning to drive a car). Sailing couples would swap mates (for sailing only!!), the captains would rotate taking out "crew" for basic lessons. From that start WOW was born.

Eight years later this club has evolved to an open membership (you no longer have to be half of a couple belonging to MYCO) with boat owners volunteering their time, knowledge and boats drawn from the general membership of MYCO. The boat owners are frequently couples that over the years have directly benefited from the WOW organization.

If a woman is looking for an informal inexpensive, non-threatening avenue to start her sailing life, this is it. And with MYCO's involvement with racing (such as the Catalina Race) and many club cruises, it continues to provide sailing options.

Any interested ladies can call for me at MYCO (415) 536-7450 and leave a phone number. I'll return your call if I'm not there, or they are welcome to show up at either of our monthly meetings, the 1st and 3rd Wednesdays at 7:00 p.m. at MYCO.

Carolyn J. Boneberg  
President, WOW

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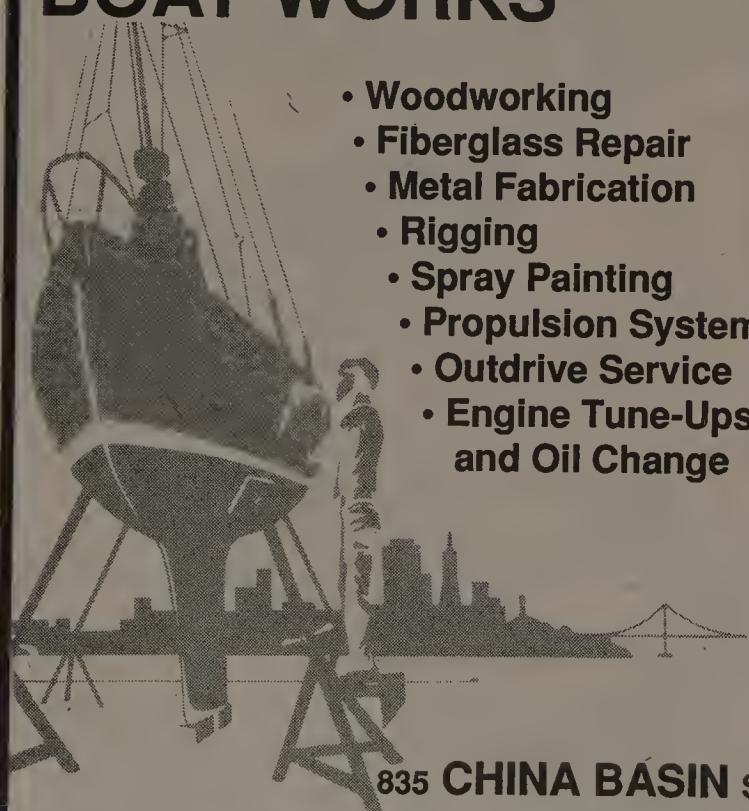
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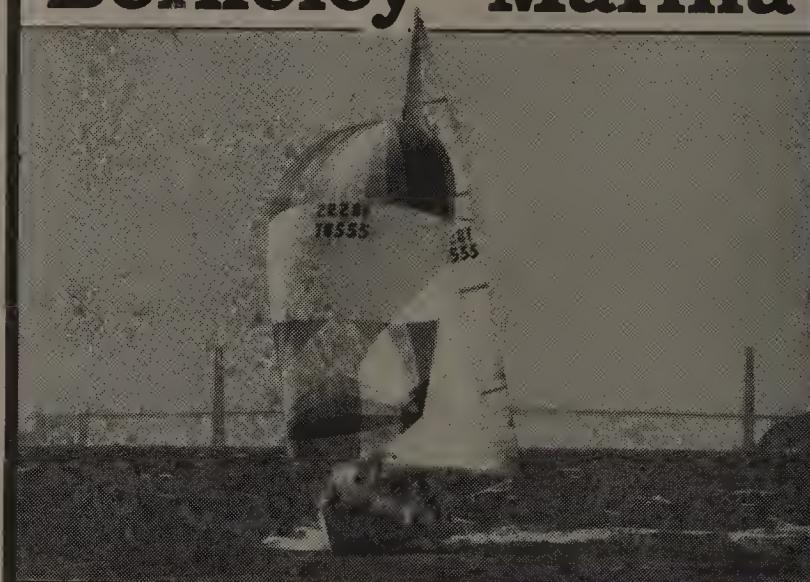
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# LETTERS

opium based ink would do the trick. As for WOW, it's a super idea.

## IS IT STOUT ENOUGH FOR THE PUNISHMENT?

I have been sailing 25 footers on our local creek (the Columbia River) for 15 years. Now I am looking forward to retirement in two years. I'll be 50 and single, however, and want to step up to a liveaboard/long range cruising yacht.

You folks have not been shy about expressing your opinion in the past and I would very much appreciate yours now. I have been looking at the Passage 42 by Hunter. It has a lot of things I like, but I would appreciate your thoughts on its suitability for long range cruising. By range, mean I would probably circumnavigate the world in five to ten years. Simply, is the Passage 42 built stout enough for the kind of punishment it will undoubtedly receive over the long haul?

P.S. — You have by far and away the best sailing "rag" published.

Bruce R. Schwegler  
Gresham, OR.

Bruce — We're not familiar enough with that boat to make an informed evaluation, but we'd be surprised if it weren't up to the task — assuming you have a "normal" circumnavigation (as opposed to multiple attempts at Cape Horn and cruising the Arctic) in mind.

A competent marine survey and/or the reviews by folks who have owned Passage 42s by Hunter are who you should consult. Any comments from our readers?

## THE EXXON CONSERVANCY

A very interesting and clever reader's test (Short Sightings; April 1990), or else the Coastal Conservancy is a different one...the Exxon/Bechtel Conservancy? Perhaps it's a different Marin County.

P.S. — Please forgive the sloppy writing — I'm on Caltrain.

Craig Haggart  
Sunnyvale, CA

## DO WE HAVE TO WATCH?

Please, spare us. It's "The Race of the Middle-Aged Mutant Turtles". Not even Hollywood could come up with a thriller like Tayana 37s vs. Hans Christian 38s.

So what if these middle-aged - and obviously bored - owners want to race aberrant Colin Archers. Do we have to watch? Couldn't they do it somewhere far, far away? Couldn't Latitude sponsor something much faster and more fun — like having a barnacle growing contest on their keels perhaps while under way? It will be embarrassing for all the spectator boats to finish ahead of the (har, har) racers.

Don Rolph  
Ka Ula Lani  
Marina Bay

Don — Careful you don't tumble into an elitist trap, because there's always somebody with a hotter machine. Owners with Cal 27s could be sneered at by owners of Santana 35s, who get sneered at by owners of Olson 40s, who get sneered at by owners of Santa Cruz 50s, who get sneered at by owners of ULDB maxi sleds, who get sneered at by maxi multihulls, who get laughed at by high performance sailboarders.

It's not ultimate speed that makes racing fun, but close competition. The America's Cup was at its most glamorous when it was competed for in 12 Meters, boats which equally big mediocre IOR boats could regularly whip.

A Tayana versus HC race might indeed be a "slugfest", but it may also be a tight race and a hell of a lot of fun — and what more can you ask for? Bigger, faster, more expensive does not always mean better.

## THE VEGA ROUND-UP

The newest issue of *Cruising World* has a request for owners of Albin Vega 27-foot sloops to contact the American Vega Association

Doyle has made a startling discovery that's bringing in the silver on everything from Optimist Dinghies to maxi ocean racers.

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## Doyle wins big.



Doyle elliptically loaded sails helped the 80-ft Frers maxi-boat, "Congere", dominate the 1988 Bermuda Race.

## Doyle wins small.



Doyle elliptically loaded sails helped take first in Optimist Dinghies at Marblehead Race

### MORC Internationals

First Overall — No Surprise

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### Globe Challenge

Bertie Reed — Grinaker

All Doyle Sails

Mike Plant — Duracell

Doyle spinnakers

### Whitbread Around-the-World Race

24 hour monohull record — 408 miles set by *Fortuna Lights*

### Bermuda Race

First to Finish — *Congere*

First Overall — *Congere*

Performance Trophy — *Congere*

First Overall in IMS — *Cannonball*

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First — *New Sweden*

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Monhegan & Vineyard — *Starlight Express*

### Carlsburg Single Handed Transatlantic

First Class C — *Curtana*

### Optimist Dinghy Class Marblehead Race Week

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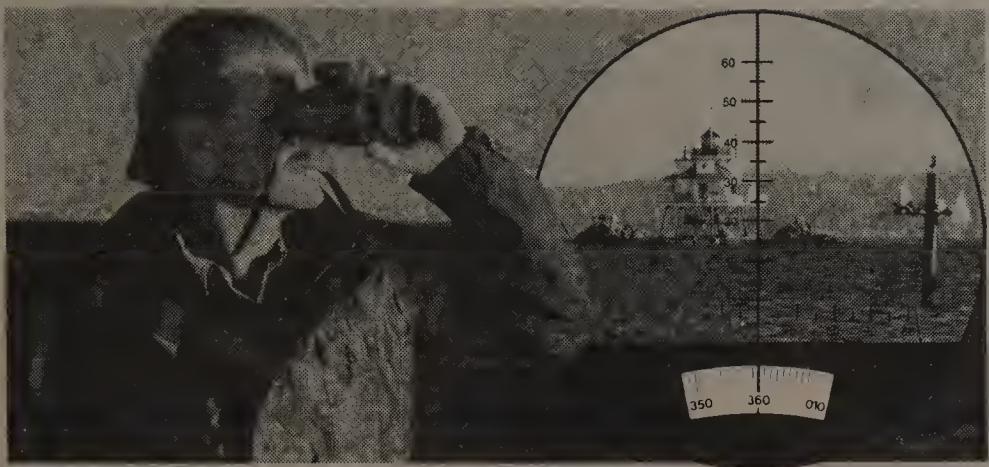
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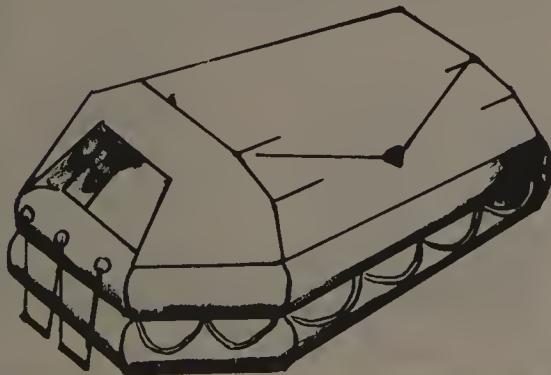
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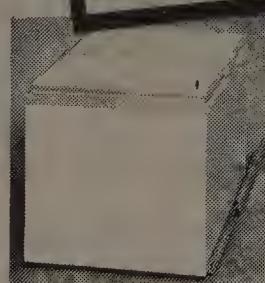
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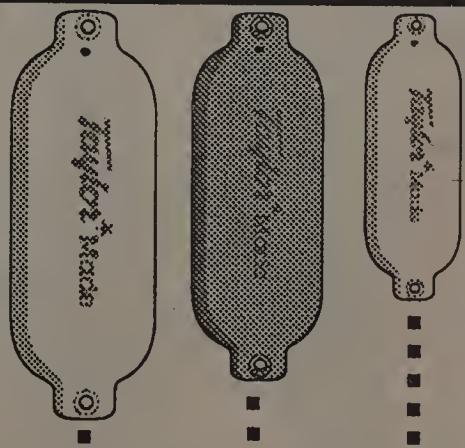
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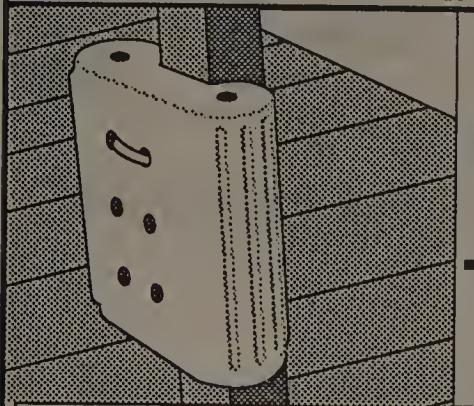
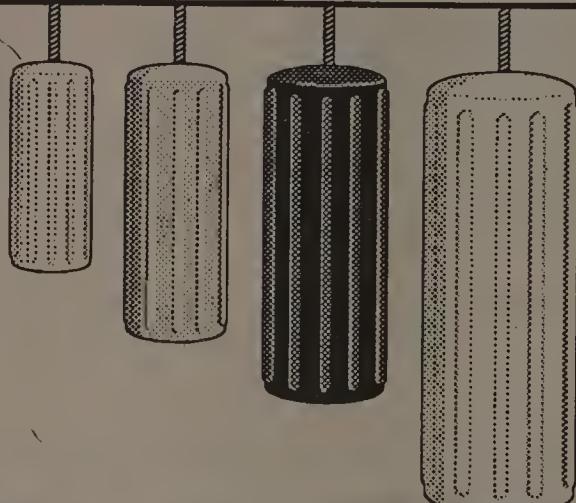
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# LETTERS

for information about the association and a copy of their newsletter. The address is: Sidney Rosen, 10615 Whitman Circle, Orlando, FL 32821.

As a Vega owner myself, I'm also interest in contacting other local Vega owners. Perhaps we can start something local.

P.S. — What a nice article in Soundings about you.

Walt Brown  
Redwood City, CA

Walt — We used to have a Vega, but it was a car. Boats by the same name were better built.

As for the Soundings profile, we were flattered and thought it was very good — right down to the constructive criticism by the St. Francis YC member. Two minor misleading points: one, we started our magazine on a Bounty II, which is anything but a motor sailor; and, two, Tiburon may be posh, but our 1,000 square foot home which originally sold for \$10,000 is anything but.

## ↑↑BLESSED ARE THE CHILDREN

An amusing experience aboard my vessel that might give your readers a chuckle could well be titled "Unclear on the Concept". We'd pulled into Encinal YC's guest dock for lunch and among the guests was my young granddaughter, Erin. The crew soon had the vessel secure and headed for the club.

Taking one last look around, I noted all fenders were back on deck. Losing the phlegmatic style all us skippers are noted for, I bellowed, "Who put the goddam fenders back on board"?

"I did," my granddaughter defensively pouted.

"What the heck for?" I asked.

With the simple logic only the little people can muster, she retorted, "I thought they might get squished".

I dunno, maybe you had to be there.

Bob O'Leary  
Merlin  
Hayward

## ↑↑WANTING WET PAPER

I am hoping that you or your readers can help me. I have been looking for paper for my Bay-Mar 800 weather fax for the past year. It uses what they call "wet paper".

I have talked with marine electronic stores from here to L.A. and the basic consensus is that since I can't find the 170mm x 30mm paper, I have the makings for a pretty good sea anchor.

Please help. I cannot believe that the paper I need has just fallen off the face of the earth. Alden uses wet paper, but they manufacture their own, and of course, it won't work in our unit. I have even gone to the extent of calling a fax paper importer just to see if they could get me a case or two. They can't find it either.

You would think that after a year of being told no, I would chuck the thing over the side, bite the bullet and buy a new unit that uses ordinary paper. Well, I have faith that someone, somewhere, will read your great rag and say "Hon, don't we have a couple of cases of Bay-Mar 800 wet fax paper we can part with?" or even "Hey Joe, here's some guy we can unload those cases of Bay-Mar 800 wet fax paper on."

Yes guys, I still have faith in the human race as a whole. Any one who knows anything can call me at (415) 368-5488. Fair winds and great sailing in the coming season.

Alex Conrath  
Great White  
Redwood City

## ↑↑EASY TO GET CONFUSED IN THE CARIBBEAN

Thank you for the mention of Chris Doyle's Cruising Guide to the Leeward Islands in the March Charter Notes.

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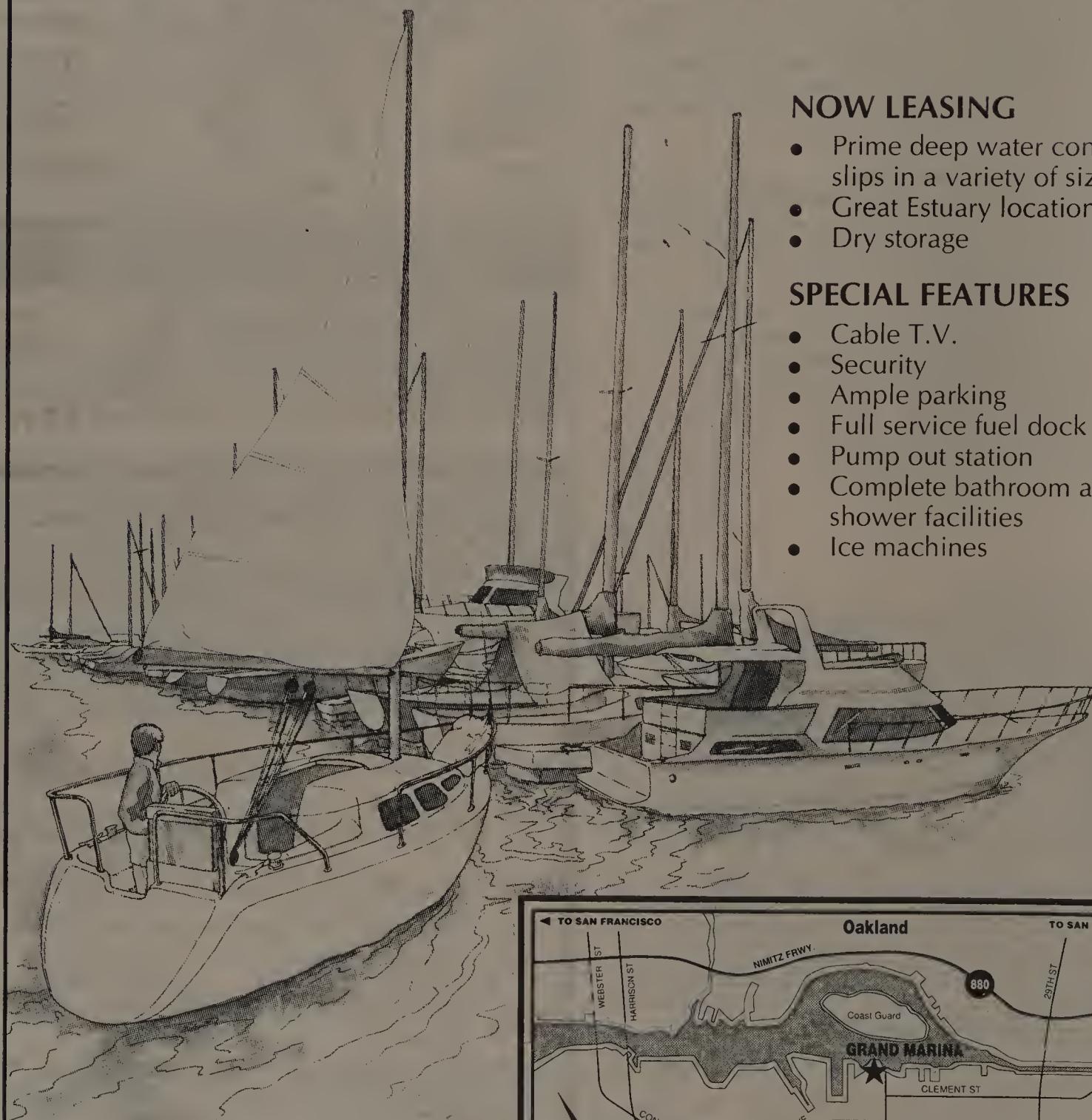
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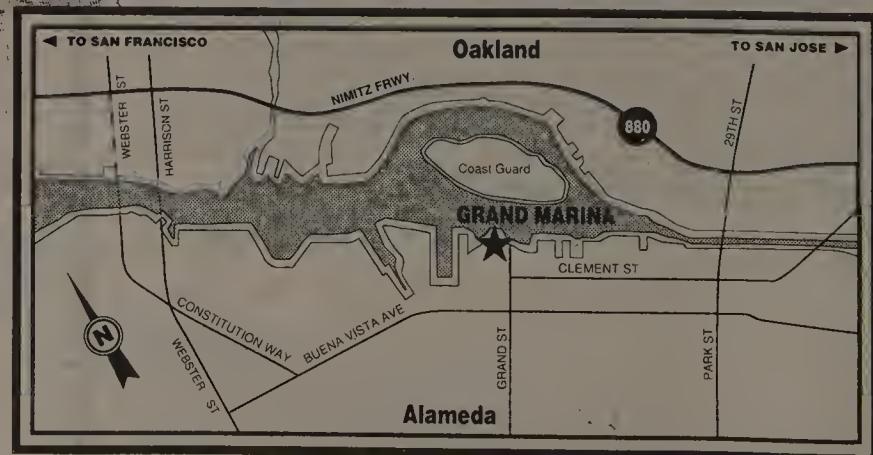


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# LETTERS

One correction. The Leewards guide is not a revision of any existing book, but totally new.

And you don't have to hope that Chris will revise his "bible", the popular *Sailors Guide to the Windward Islands*; it was done (under the auspices of Simon and Nancy Scott, Cruising Guide Publications) in 1988 as the fourth edition. This fourth edition of the Windies has new color photos, improved binding, and the distinctive Scott "look". Perhaps your report confused this with the new Leewards guide. (It's easy to get confused in the Caribbean!)

Incidentally, the Windward guide is due to be reprinted this year with updated info and yet more color photos.

Add Chris' *Sailors Guide to a Venezuela Cruise* to the three you mentioned (the above, plus the Scott's own Virgin Islands classic) and you've got the Caribbean wired. All are available from Cruising Guide Publications, PO Box 13131, Sta. 9, Clearwater, FL 34621.

Sally Erdle  
Auckland, NZ

**Sally — Our mistake, of course. We were confused because his Leeward guide had a very similar format to another guide for that region. Here's how we rate Doyle's stuff: Guide to Leewards, 9.5; Guide to Windwards 7.0 (with the possibility a Scott-supervised revision could make it a 9.5); Guide to Venezuela, a disappointing 3.5.**

## ↓↑LIGHTNING PROTECTION

I heard of an anti-lightning device for boats that consists of a pointed rod installed at the masthead. I believe the company making them is called "Lightning Products" — or something like that.

Do these things really work and if so how?

Jim Fletcher  
Richmond, CA

**Jim — We sure don't know; maybe some of our readers can help.**

## ↓↑PERSONAL SONAR

I happened to run across an ad for a hand-held personal sonar vision recently in *Dive Magazine* and thought how great they'd be for sailboats. Here's what they say about it:

Scubapro's hand held Personal Dive Sonar allows you to determine the distance to the bottom, shipwrecks, reefs, other divers, schools of fish and other objects. A sonar beam angle of only 24-degrees allows you to easily pinpoint boats on the surface, anchor lines, kelp, and see through the dark during night dives or in dirty water. The PDS can see objects up to 260 feet away and operates down to 300 feet. With just one switch to operate, the lighted display immediately tells you the distance to objects. Available at your Scubapro Dealer.

Harbor Dive Center, across from West Marine doesn't carry it. Have you ever heard of this device? It seems to be waterproof and able to give you a distance just by pointing. Great for someone on the bow of a boat in water of undetermined depth.

Maybe you could get a "freebie" from the company and run a test? Maybe they would like to advertise in your magazine. I know I would get one in a second if it works as advertised.

Jann Burner  
Sausalito, CA

## ↓↑CORRESPONDENCE FROM CAPE TOWN

I've just been posted to Cape Town. It's even better than they say. I have just joined Royal Cape Yacht Club and already am crewing on a 34-footer owned by a local business man. Ran into Bertie Reed at the Club after he retired from the Globe Challenge. As all South Africans seem to be, he was a pleasant, easy going fellow. I plan to enrich the Club library with *Lat 38s* after I read them.

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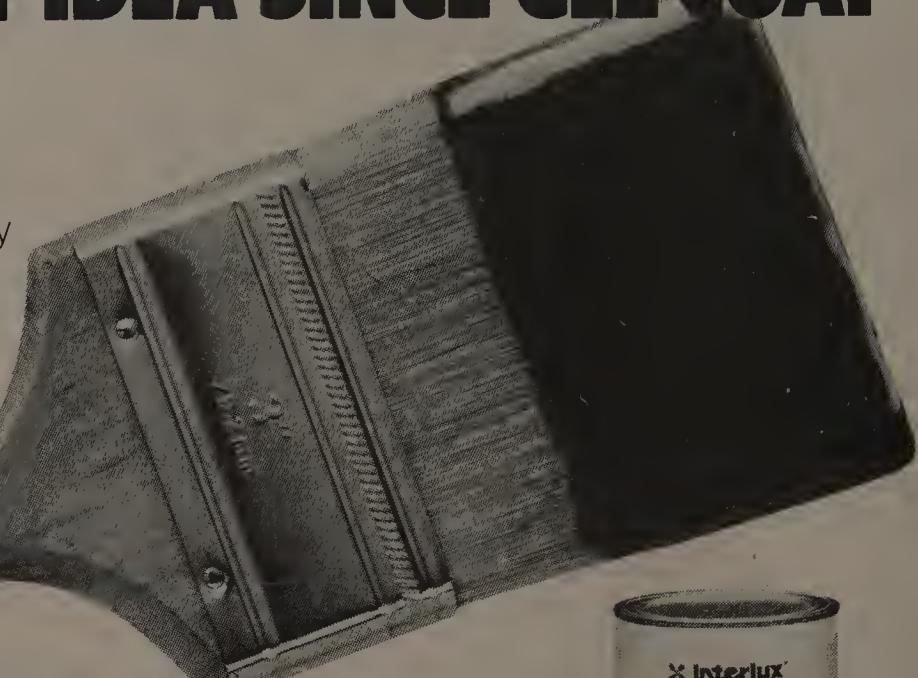
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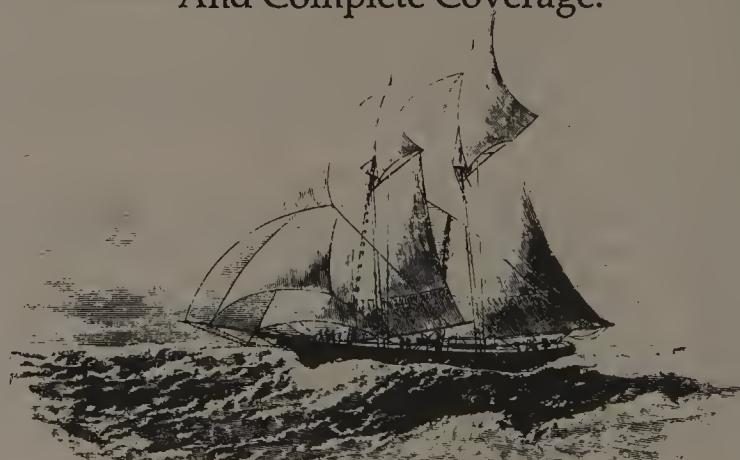
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# LETTERS

Does the wind blow in Cape Town, you wonder? Two weeks ago it blew a public bus over in downtown Cape Town. Fortunately, the club only cancels races if the winds are over 35 kt (steady); gusts to 45 are acceptable.

Also of note, the Bartholomeu Dias-Lisbon Race begins at 3 p.m. on 31 March; 22 boats entered. Most were either from RSA or Lisbon.

I would be happy to help any cruisers passing this way.

Jon Martino  
S/Y African Rover  
Pt. Richmond

## FIJI BILL'S STROLL DOWN MULTIHULL MEMORY LANE

Did Arthur Piver actually perish at sea? Or was it all a large hoax? Or maybe I missed subsequent developments. The enclosed news article from the 11/80 Sea & Pacific Skipper raises these questions:

"A modified Piver Lodestar, Piwakawaka, stopped in (the Marquesas) with owner/skipper Arthur singlehanded. He left home (New Zealand) five years ago and is anxious to get back now that he is getting so close."

Arthur was a daring, adventurous, creative and progressive person. He got a lot of people into sailing who may otherwise have remained landlocked. He inspired many people including myself and the great Jim Brown of "Constant Camber" fame to "just do it".

I worked with Arthur closely back in the early '60s and produced the first molded fiberglass trimarans which were built to his original lines. George Lewellyn took over at that point, and I with the help of a Berkeley graduate, Thomas Goyne, built a few wineglass shaped hulls modified from Piver's traditional hard chine designs. These included one of the first foam core glass boats built, at least around these parts.

During these years Piver took off on a singlehanded sail to New Zealand aboard a Lodestar of his own design and construction. This craft was left in N.Z. and he flew home. Hence my questions at the beginning of this letter.

The multihull business turned out to be not that profitable and was abandoned by yours truly for greener pastures such as El Toros and other small sailboats. The trimaran at that time — in my estimation — was a rich man's toy or a hippie's dream boat.

El Toros, on the other hand, were bread and butter along with other small boats. These progressed from the original plywood types to molded fiberglass. All this during the reign of the "Toro Kings" — Dan Herb and Pete Newell — whose boats were of course equipped with Cliff Cox molded sails.

Barry Spanier cleaned up in all the Lake Merced "Coast 13" races in the very first and possibly only fiberglass "13" ever built. Barry worked in my shop at the time, before leaving to work for Hank Jotz's outstanding sail loft.

My latest adventure of any note was the building (after retirement) of the hull for Ishe, Mike and Buzz Taylor's craft in which they recently completed a three year circumnavigation. The original hull was 50 feet long and taken from a modified Peter Hotfield design, the 47-ft Discovery, which incidentally won the first Victoria to Maui Race back in the late '60s. Buzz and Mike stretched my stretched version to a final 52 feet! Buzz's statement that the hull was "ridiculously overbuilt" was true, but when I built it my butt was on the line for survival. 'Nuf said.

The last hurrah is a 44-ft cutter of my own design which I am slowly building in Antioch and hope to sail south to warm climes and lazy beaches. Hope I haven't bored you with this stroll down memory lane, but that's how sailing is.

Fiji Bill  
Antioch, CA

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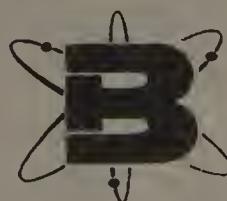
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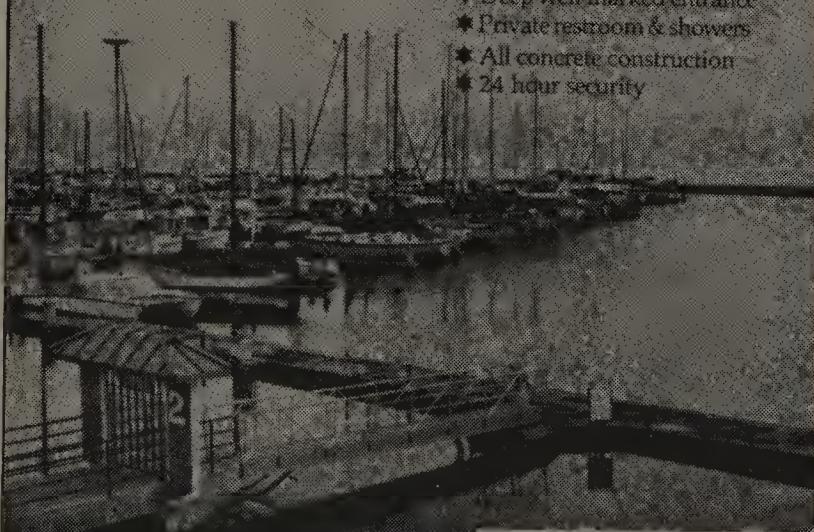
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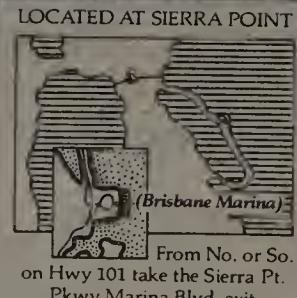
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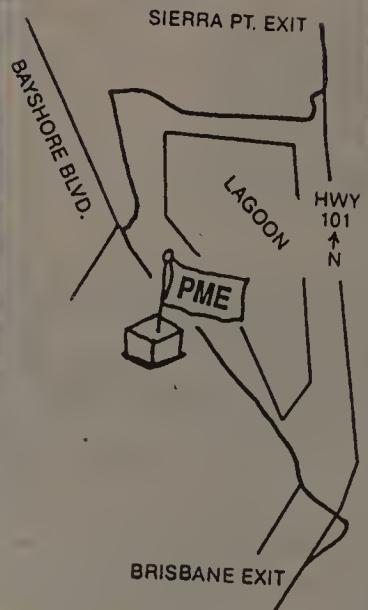
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# LOOSE LIPS

Bzzzz, click. Bzzzz, click. Bzzzz, BLAM!

There's a different sort of lottery being played along our coasts these days. Different because anticipation of the jackpot is one of dread rather than elation. The "scratchers" in this gamble are single-hulled oil tankers, fragile eggs full of toxins so lethal to the ecosystems over which they pass that petroleum fuels might qualify as chemical weapons — if the machinery of civilization didn't need them so badly.

On second thought, maybe a better analogy would be Russian Roulette. Last year, the Coast of Alaska spun the chamber, pulled the trigger, and lost. This March, the coast of Southern California lost. So far — with the exception of an oil spill at the Shell refinery in Martinez in 1988 (no ship was involved) — the Bay Area has been lucky. What with the tanker-involved minor collisions, bungled dockings and not uncommon groundings in local waters the last few years, the hammer has fallen on blank chambers. The latest sigh of relief came only March 7, when the Greek tanker *Jussara* fetched up on a sandbar just east of the Benicia Bridge. The 500-ft vessel, fully laden with 2 million gallons of diesel oil, suffered no damage or leaks and was pulled free on a rising tide later that night.

We hate to be maudlin about this, but one of these days our "luck" is going to run out. Unfortunately, human nature being what it is, it will probably take a major oil spill in a major harbor to get the single-skinned tankers off the waterways for good. It's a terrible thing to wish on anybody else, but let's just hope it doesn't happen here.

Cut out the middleman.

You've all seen or heard them — those ads for "information on government auctions" — usually accompanied by a juicy claim like "One man bought a \$150,000 boat for \$15". Well, there are bargains available through government auction of boats, cars, homes and other high-ticket items confiscated in drug busts, but you sure don't have to fork out \$25 to \$80 for some booklet to tell you about it. All you need to do is call Northrop Worldwide Aircraft Services, the organization that auctions off confiscated items for the U.S. Customs service, at (405) 357-9194. That's all most of the booklets tell you to do anyway.

For women only (but men can peek).

It's worth an addendum to our "Learn to Sail" article a couple issues back to note two organizations that are aimed specifically at teaching women to sail. Though neither are exactly local, they might be just the thing for women who for one reason or another haven't had success with the more traditional methods. The outfits are:

*Herizen New Age Sailing For Women.* Trish Birdsell runs Herizen, which currently operates cruise-and-learn programs in the Sea of Cortez and its home base, Vancouver. She's currently in the process of opening a marketing center in Santa Cruz and is looking into the possibility of running courses in the Bay Area. Contact Herizen c/o the Granville Island Hotel Marina, 1253 Johnston St., Vancouver, B.C., Canada V6H 3R9.

*Sea Sense.* A highlight for this Connecticut school — "a learning environment created by women for women, which does not resemble boot camp," says a flyer — is participation in the upcoming Regatta Del Sol April 27 - May 1. This 456-mile race goes from St. Petersburg, Florida to, where else, Isla Mujeres ("island of women") on the Yucatan Peninsula. Normal courses at the school range from introductory sessions to an intensive 8-day offshore cruise to the Keys from Florida's west coast. Contact Sea Sense at 25 Thames St., New London, Connecticut 06320.

You want records? We got records.

In his later years, the famous poet/sailor John Masefield wrote of the Great Age of Sail, "They mark our passage as a race of men, Earth will not see such ships as those again." To which we might add, "— or such men." Though all the speed records of old will eventually fall to modern craft, there are some records and some iron men whose

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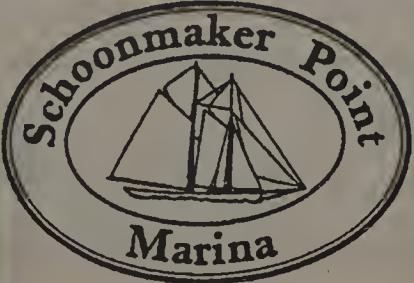
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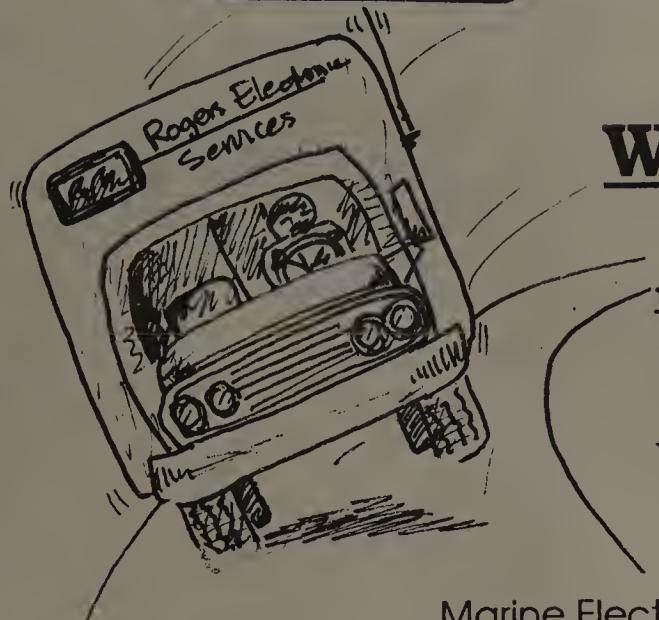
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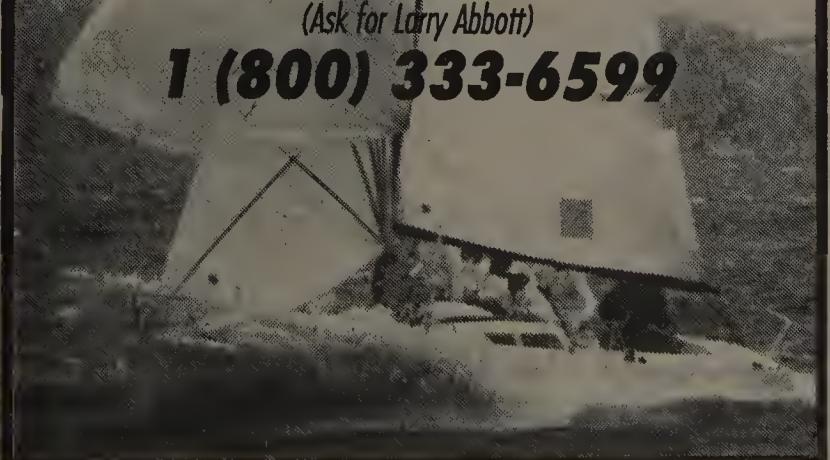
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# LOOSE LIPS

records will likely endure forever. One such who became a legend in his own time is Robert Hilgendorf, who skippered ships for Germany's famous "Flying P" line (all the firm's ship names began with a P). By the time he retired at age 49 to become a marine surveyor, Hilgendorf had rounded Cape Horn no fewer than 66 times.

## Political clout.

In one of the bloodiest conflicts of modern times, there was euphoria in the ranks last month. No, we're not talking about Central America or the Middle East. We mean the battle between Sausalito liveaboards and the rich and politically powerful organizations that want them gone. The jubilation was over the election of a new mayor, Annette Rose — who lives aboard a boat in Galilee Harbor.

## Origins of the species...

Ever wonder where the "cutlass" came from in cutlass bearing (you know, the thing through which the prop shaft exits the hull in most sailboat designs)? Well, seems as though the rubber, water-lubricated bearing that replaced the earlier bronze ones was nicknamed the "cutless" because it virtually eliminated the scoring of the shaft by sand particles. B.F. Goodrich — the company without the blimp — came up with the idea just before World War II. Like Kleenex, "cutless" became a generic term, probably because the symbol stamped on the side of the bearing case was a pirate's cutlass.

## Ten years after.

Now that our office is getting more organized, it was relatively easy to locate a May 1980 *Latitude 38* (Volume 35) and find out what was happening on the Bay a decade ago. Let's see: the DeWitt Sails ad featured hot boats *Mandella*, *Front Page News*, *Amateur Hour*, *Journey*, *Panache* and *Gangreen*. Dee Smith demolished the Singlehanded Farallones Race fleet with the Olson 30 *Collage*; Hank Jotz won the Bullship Race; *Race Passage* (SFYC) beat *Papou* (StFYC) in the SF Challenge Cup; and Rick Oliviera sailed his *Traveller 32 Horizons* to yet another victory in the Colin Archer.

Max Ebb discussed the then relatively new 720° rule; Paradise YC changed its name to Tiburon YC; George Olson was messing about with "dirt boats"; on a sad note, local yachtsmen James Wagenheim (*Magewind*) and Tom Owens died in a small plane crash; and Albert Schultz of Wave Traders took the money and ran.

In *Loose Lips*, we quoted Walter Cronkite ("What I wouldn't give for a house in Belvedere and a boat on the bay... most beautiful place in the world."), Hugh Hefner ("You could opt for a sailboat. They're quieter, just as exciting and — they're free as the wind.") and Ted Turner (Speaking about his then-new CNN 24 hour news station: "We'll only play the national anthem once — just before the end of the world.").

Seems like only yesterday, doesn't it?

## Alone.

That's the name of Southern Californian Dan Byrne's brand new "Newsletter of International Singlehanded Sailing". In the premiere issue of *Alone*, Byrne, a BOC veteran, wrote about the dark moods of the Globe Challengers; a profile of Neal Petersen, a black South African entered in the upcoming BOC; and — what's this? — a quick article called "Norton Smith, Where are You?"

In the latter, Byrne recounts several of Snortin' Norton's sailing victories (SSS T-Pac in 1978, Mini-TransAtlantic in 1979) before he effectively dropped out of sight in the early '80s. Byrne concludes, "Was Norton Smith ten years ago the best solo racing sailor in America? Could he, at 43, be the best today? Does he read of races like the BOC and the Globe and wonder for a moment what if...?"

Good questions. We hear through the grapevine that the reclusive Smith is back in the Bay Area after a number of years in Oregon raising llamas and organic vegetables. If we bump into him, we'll let you know what he's up to these days.

## If you've got a classic boat, come see us.

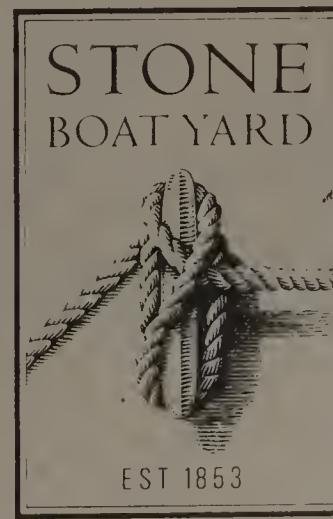
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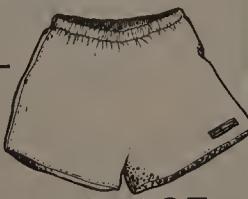


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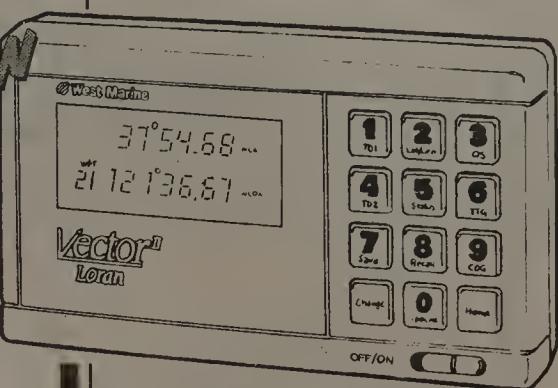


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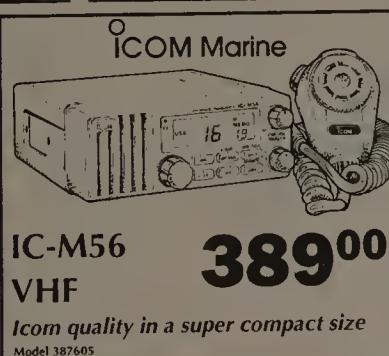
Ruggedly constructed, easy to operate, waterproof and self-buoyant

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Sta-Lube	1 <sup>75</sup>
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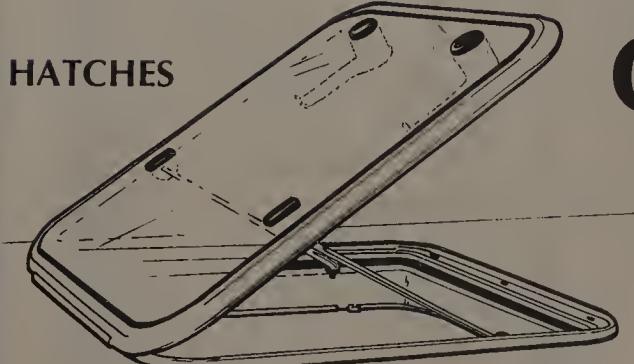
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ALL HATCHES  
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## HATCHES



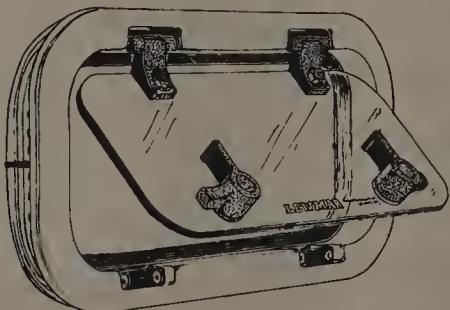
### TRIMLINE HATCHES

	Model	Reg.	SALE
10" x 10"	384214	\$164.50	<b>136<sup>00</sup></b>
16" x 16"	384222	\$249.00	<b>207<sup>00</sup></b>
20" x 20"	384230	\$295.00	<b>245<sup>00</sup></b>



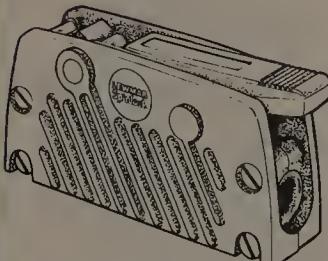
### ROLLSTOP HATCHES

	Model	Reg.	SALE
8" x 13"	329359	\$139.00	<b>122<sup>50</sup></b>
10" x 10"	329342	\$139.00	<b>122<sup>50</sup></b>
18 1/2" x 18 1/2"	329367	\$234.50	<b>205<sup>10</sup></b>
20" x 20"	329375	\$283.50	<b>249<sup>00</sup></b>



### OPENING PORTS

	Model	Reg.	SALE
4" x 10"	329318	\$139.00	<b>115<sup>00</sup></b>
5" x 12"*	348391	\$148.00	<b>122<sup>00</sup></b>
5" x 12"	329326	\$148.00	<b>122<sup>00</sup></b>
4" x 14"	329334	\$169.00	<b>139<sup>00</sup></b>



### SPINLOCK ROPE CLUTCHES

Lewmar Spinlocks are easy to release under load, lightweight, snagproof, and we feel they are the least damaging to your lines. For boats up to 35' with rope diameters of 5/16" to 7/16". Safe working load 1050 lbs.

Model	ONLY
Single	271155 <b>34<sup>50</sup></b>
Double	271163 <b>62<sup>50</sup></b>
Triple	348383 <b>87<sup>50</sup></b>

For boats up to 45' with rope diameters of 3/8" to 9/16". Safe working load 1500 lbs.

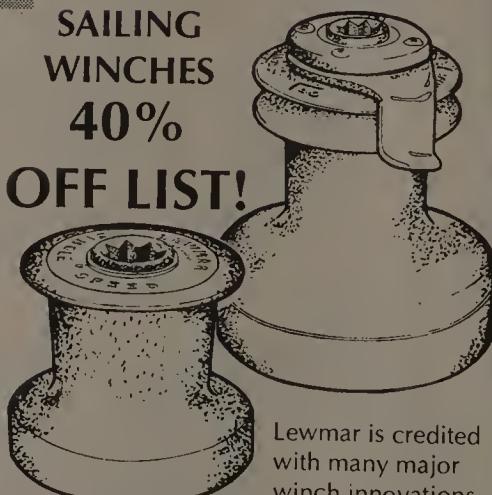
Model	ONLY
Single	271239 <b>57<sup>50</sup></b>
Double	271247 <b>99<sup>95</sup></b>
Triple	271197 <b>149<sup>50</sup></b>



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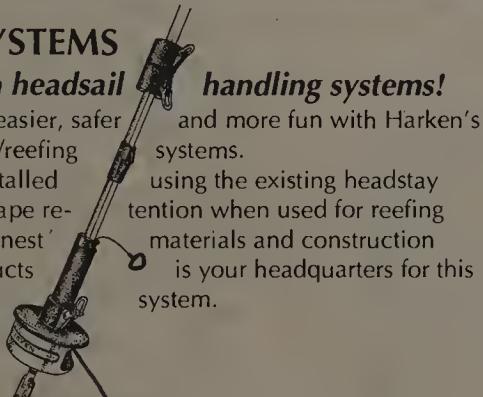
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- Easily owner installed
  - Excellent sail shape retention when used for reefing
  - Built using the finest materials and construction
- West Marine Products is your headquarters for this outstanding furling system.



## FURLING LEAD BLOCK KITS

These kits include ball bearing blocks, Hexaratchets to provide proper drag on furling lines, stanchion mount bases, and cleats

KIT #1 - For use with Harken Furling units 0 & 1

Model 356287 Reg. \$97.50

Sale 87<sup>75</sup>

KIT #2 - For use with Harken Furling unit 2

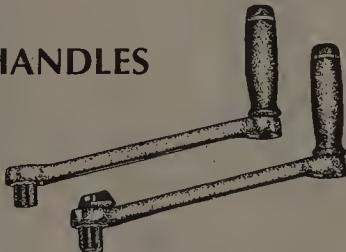
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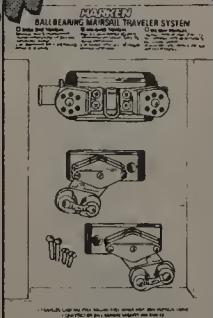
## TRAVELER KITS

Harken has taken components for the most popular small, mid-range, and big boat traveler configurations and put them together in kits. You get a car, control blocks for the car, and the correct control blocks for the track ends.

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Boat	HARKEN#	Model	Reg.	Sale
20'-27'	139	407361	\$243.50	219 <sup>00</sup>
27'-34'	1536	407353	\$309.95	279 <sup>00</sup>
32'-45'	561	407346	\$407.50	365 <sup>00</sup>

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## MID-RANGE BLOCKS

Used as mainsheet blocks on boats with mainsails to 500 sq. ft. Great as spinnaker blocks or for control lines on medium and large offshore yachts.



- 3" Sheave
- Three-way head
- Removable becketts
- Max line size 9/16"
- Max work load 1800 lbs/sheave
- Brk. strength 5000 lbs.

HARKEN	Type	Sheave	Bckt	Model	Reg.	Sale
1540	Single	Rope	No	407288	\$52.50	47 <sup>25</sup>
1541	Single	Rope	Yes	407296	\$57.50	51 <sup>75</sup>
1542	Single	Wire	No	407387	\$63.50	57 <sup>15</sup>

## "TITANIUM" BOAT SHOES

Harken's new Titanium boat shoe combines the support, comfort, and durability of leather with the unique "Waverider" sole. Special Hydrepel treated American cowhide absorbs very little water so the shoes dry quickly and won't feel cold or heavy when wet. This treatment enables the leather to remain soft and supple, even after long exposure to salt water. Design details include:

- Anatomically designed arch supports for walking comfort
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MEN'S sizes 6-12 in half sizes, 1.5 and 14. "Titanium" (silver-grey) color



**76<sup>50</sup>**



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Strong, fast-drying Propex III® polypropylene uppers and Harken's Waverider® sole for support and traction. Imported.

\*Propex is a registered trademark of Amoco Fabrics.  
MEN'S are White w/ Blue accents or White w/ Grey Accents in sizes 6 to 13 (no 12 1/2).  
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# SIGHTINGS

## 'bright star' shines again

Long time readers may recall the name Bright Star. We first ran a *Sightings* piece on the boat back in November of 1986. Only a few months previous to that, partners Jeff Rutherford and Antony Leighton had bought the near-derelict 53-footer from the estate of her previous owner and brought her to Jeff's shop (Rutherford's Boats in Richmond) for restoration. The plan was to revitalize the old woodie in time for the 1987 Master Mariners.



LATITUDE/R

'Bright Star' looking young at 55 years of age.

Boat restorations being what they are, they didn't quite make it. So they set their sights on the 1988 Master Mariners... then '89....

Four years and one month after purchase, we're happy to report that *Bright Star* will finally race in her first Master Mariners this May 26. But at this point, that's only a footnote to the story of her rebirth...

Of the little that's known of *Bright Star* prior to the mid-70s, she was designed by Edson Shock and built in Southern California in 1935. She raced there through the '30s and '40s, eventually making her way to the Bay. It's not known exactly when she arrived here, but Myron Spaulding measured her in 1947, so she may have done a little racing here, too. In the '70s, someone tied her up at Bethel Island in the Delta and for all practical purposes forgot about her for the next 15 years. It's a tribute to her construction that the old woodie didn't sink until 1983. She was subsequently raised, then parked ashore near her owner's house, covered with tarps and forgotten again. Jeff and Antony got wind of the boat after her owner died.

Devotees of wooden boats see with their hearts as much as their eyes. And Jeff readily admits he was immediately taken with the boat's lovely lines. But as a businessman, Jeff, who's run Rutherford's for about eight years now, saw the project as much more than just the restoration of a classic yacht. For one, a primo restoration would be a perfect calling card for his business. Secondly, he and Antony could do the restoration exactly like they wanted. "That meant the right way, with no owner looking over our shoulder trying to get us to cut corners", says Jeff. And third, both Jeff and Antony have always felt that a restored and "updated" classic yacht offers the best of both worlds — traditional beauty with modern speed and ease of handling.

Obviously, the project took a lot longer than expected. (We should have known: in the first interview, Jeff described how it took a whole day to remove just one keelbolt.) And it's not done yet. But as you can see, these days the boat more than lives up to her name. Among the work done: replacement of most frames with laminated oak; replacement of most planking with 1 1/2" thick first-growth Oregon fir; a layered deck consisting of fir planks over two layers of plywood covered with a layer of fiberglass; a completely rebuilt deckhouse; new engine, water tanks and standing rigging — and lots more.

Among upgrades to the boat are winches, a modern traveler, dacron sails and the most beautiful polished brass stanchions and pulpits you've ever seen. The stanchions are original; the pulpits (bowsprit and stern) are the handiwork of Monty Smith at Alameda's Railmakers. All that remains of the original wood in the boat is the keel, a few hull frames, most of the deck framing, about half the planking, and the mast and boom. The only diversions from the original design were extending the deckhouse about 6 feet forward; and the removal of the boomkin and about 6 feet of boom to facilitate easier handling. Oh, and the interior. Jeff and Antony completely gutted the inside of the boat, which Antony described as "a bunch of little dungeons".

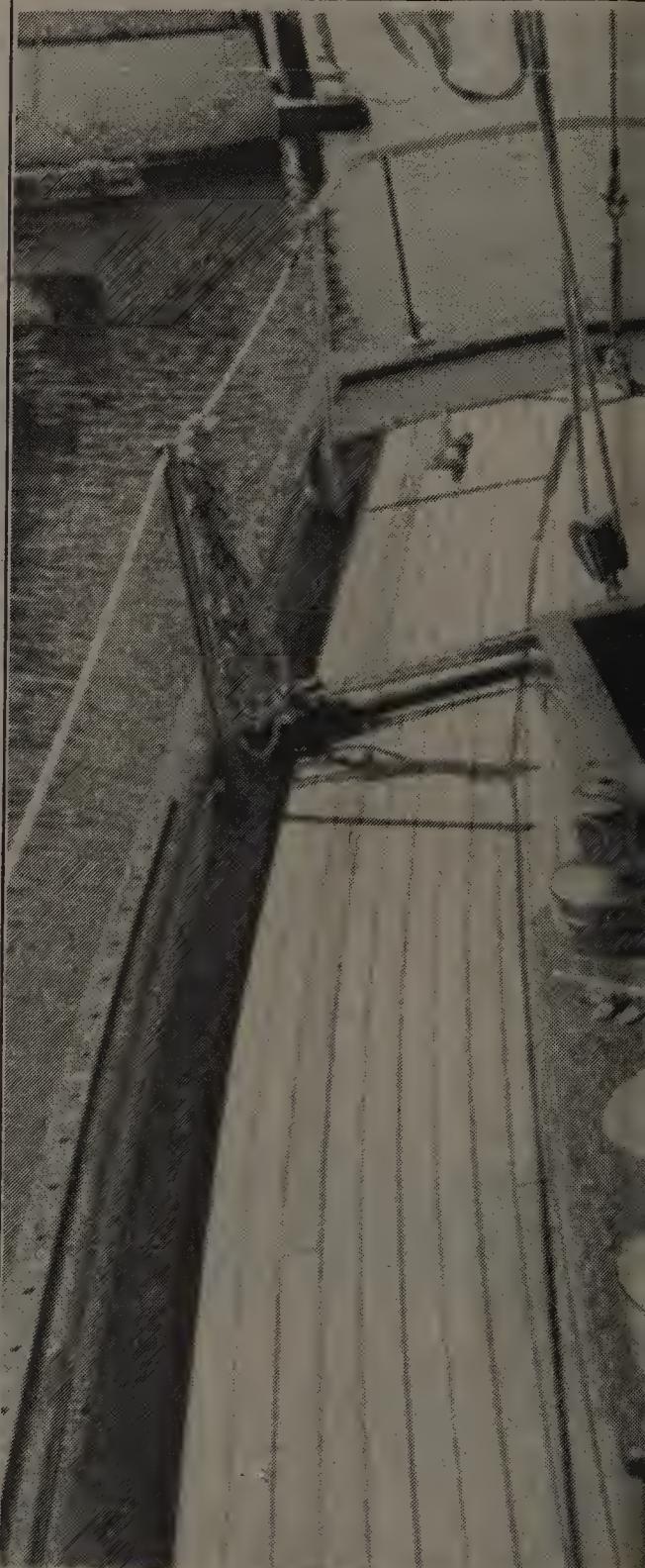
The partners purposely concentrated on restoring the exterior while ignoring the interior (except for machinery) for a good reason. About halfway through the project, they put the boat up for sale. As part of the purchase

cont'd next sightings page

## it must have been

All magazines have what journalism teachers call a "publishing philosophy." We've never actually sat down and written one out like most real magazines, but if we did, the following two points would weigh heavily: 1) most people take sailing — and life — too seriously, and 2) most magazines, sailing or otherwise, are too boring and predictable. We here at *Latitude*, as you may have guessed, are out to do our best to reverse both trends.

One of the ways we do that is to throw "zingers" in here and there to spice up what might ordinarily be pretty mundane copy.



## a slow week for news

Anyone who's read the magazine for more than about 20 minutes will recognize these for what they are, hopefully chuckle a bit and (equally hopefully) remind themselves that you can't believe everything you read.

However, just as one person out of 10 million might try a real-life Vulcan mind meld after watching an episode of *Star Trek*, even the most outrageous zinger seems to find at least one reader whose sense of humor has gone AWOL for the day.

In the April issue, the sentence that did it was in *Short Sightings*. After noting a few

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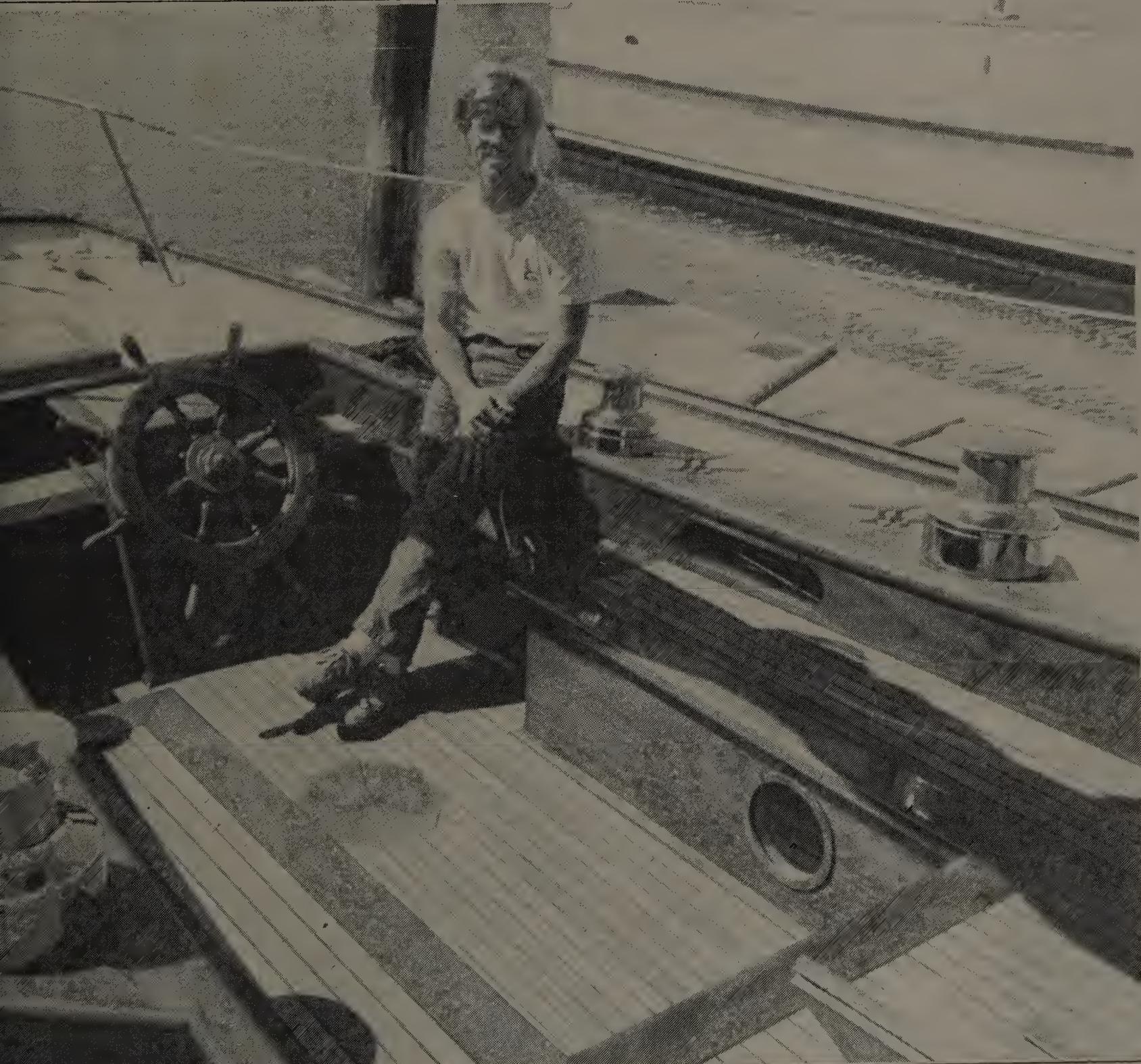
## 'bright star' — cont'd

agreement, they'd build an interior to the new owner's specifications.

That new owner came along late last year in the person of Mary Resnick. An Orinda real estate agent looking to invest in an adventure different from anything she'd done before, Mary plans to put the boat in the charter business in the Caribbean. The new interior being installed at this writing reflects the plan, with cabins for two couples, two heads, an ample galley and salon, and quarters for a skipper and one crewman.

Starting this December, Rutherford will take about five months off work to do the delivery to Antigua himself. When he flies home in April, it will have been exactly five years since he and Antony started the project. Don't ask how big a profit they'll turn, though. When it comes to classic yachts, the bottom line rarely has to do with money. Dollarwise, Jeff and Antony will barely break even. What counts is the partners' great satisfaction with the project, to the

*cont'd* next sightings page



# SIGHTINGS

## 'bright star' — cont'd

point that Jeff is toying with the idea of building a big, traditional schooner when he returns.

For the moment, however, the goals are more immediate. "Another part of the purchase agreement was that we'd get to race in the Master Mariners," says Jeff. "And this year, we're going to do it!"

## quality vs. quantity

Many of us who sail like to think our sport transcends being just a hobby. Personally, we don't doubt that one day someone will take out a grant to study it — and discover that it does add measurably to both the length and quality of our existence. The combination of wind, waves, sails and boats

cont'd next sightings page

## slow week

facts and figures surrounding the possible sale of the Marin Islands (off San Rafael) to the Coastal Conservancy, we noted: "Currently a habitat for herons, egrets and other birds, the Conservancy hopes to use one island as a nuclear waste dump and the other as the site for California's first legal casino/brothel."

Now, come on, folks. If you saw this in *Time* or *The Washington Post*, we can understand the concern. But *Latitude 38*?

Yes, someone — actually several someones — took major offense to that line.

## FACES IN THE CROWD — THE 1990 CREW LIST PARTY

Wow. That's the first of a handful of superlatives we could easily have pulled from the morass that was the April 12 Crew List Party. The Corinthian YC was filled to capacity and then some.

To give you just a rough idea, the Party started at 6 p.m., and the bar ran out of beer by about 7:30. By 9, when it "officially" ended, they were out of just about everything else — which at least thinned the lines out. And speaking of lines, the main one into the party snaked down the stairs and out the front door for a good hour. That was the "paid admission" line — for people who did not appear on the published Crew List in the last two issues. Curiously, the people who did appear on those lists (and therefore got in free) were in a decided minority. Despite the wait and shortage of refreshments, everyone seemed to have a good time — or at least covered their misery well by smiling a lot. Here's what a few of them were there for.



**Ken Berry** (above) was having so-so luck enlisting local daysailing crew for his center cockpit S2 9.2 (30-ft) sloop *Jimalie*, so he was pleasantly surprised to find out **Lynn Murphy** might be interested. In the long run, she's interested in more exotic destinations, such as Alaska, though she certainly wasn't adverse to doing a little local sailing until that ride comes along.

There always seems one to be at least one guy at every Crew List Party who seems constantly surrounded by a bevy of beautiful women. The what's-he-got-that-we-don't honoree at this year's shindig was **Ricky Malaise** (above), who readers may remember from a few months back as the visiting Swedish cruiser sailing his self-built Colin Archer 60-footer, *L'Escargot* out of Emeryville. (Remember the cockroaches painted with Norwegian and Swedish flags? That guy.) At this point in the evening, he had the attention of (l to r) **Elyse Richmon**, **Melissa Bower** and **Susan Belfuss**. Among their long-term cruising goals, Elyse was headed to the South Pacific, Melissa — just back from a wonderful 8 days bareboating around Tahiti — was ready to go back there and Susan was leaning toward the Caribbean or Med. "But the person and boat are more important than the destination," she said.

**Jeff and Lisa Wallace** (below) were so in love their feet were almost not touching the floor. No, it wasn't some tawdry



ships-in-the-night deal at the Crew Party. They were married only three weeks ago. In about five weeks, the couple plans to leave the Bay on *Inter-Mission*, their Bristol 35, for a three year circumnavigation. It's not that their boat is hard to doublehand: They were at the party trying to line up one more crewman to satisfy their insurance company.

## — cont'd

(A good tip-off of this is when a caller growls "Who's your lawyer?" within the first 30 seconds of conversation.) Channel 2 news apparently started the whole thing when they called the principals mentioned in the item. Among the offended and incensed were members of both the Coastal Conservancy and the Friends of Marin Islands. Channel 2 News eventually put together a very complimentary piece on the islands for the 10 o'clock news on Monday, April 9. The segment was followed by a brief mention

cont'd center of next sightings page

## quality — cont'd

provide a magic elixir that truly affirms life.

No one knows that better than Jay Stinson of San Rafael. A carpenter by trade, five years ago he tested HIV positive. Two years ago, he was told he should go on AZT, the drug that fortifies the immune system. A former member of the San Francisco Gay Men's Choir, he suffered not only his own personal agonies with anger, depression and isolation, but also the loss of more than 100 friends to AIDS since 1985.

AZT has given Jay new vigor, although as he puts it, there is no remission with AIDS, only fortification. He decided he needed a challenge bigger than anything he had ever tackled before. As a boy he had gone sailing a few times and enjoyed it. The more he thought about his life, the more he realized how important it was that he sail again. He bought the Islander 37 *Galatea* and

cont'd next sightings page

## ALL PHOTOS LATITUDE 38/JR

**Michael Erlin** (left, above) and **Fred Hornbacher** exemplified the camaraderie of the Crew Parties. They were talking as friendly as if they'd known each other for years, despite the fact that Mike owns a power cruiser and Fred has a sailboat. (Gee, maybe we should go for broke and invite



the leaders of a half-dozen Middle East countries to the next one...) Anyway, both Mike and Fred were looking for daysailing crew for Mike's *Jnot a Brop* and Fred's Islander 37 *Fantastic II*.



Although their goals were different, **Clyde Mize** and **Erica Strohmeyer** (above) seemed about to "close a deal" for some local daysailing. That's what Clyde was at the party for — to find crew for social daysailing aboard his 40-ft motorsailor *La Schellina*. Erica, on the other hand, has her sights set on farther horizons, like Costa Rica and the South Pacific.



**Bill Fee** (left, above) scored big at the party, finding three day/social sailing crew in (l to r) **Kim Coppin**, **Don Mertle** and **Janet Shaw**. Look for them out on the Bay this summer aboard Bill's Islander 26 *Zig Zag*.



Those looking for some laid back sailing on a classic yacht would have done well to find **Skip Henderson** (left). He was at the party, casually — very casually — looking for sometime crew for his Master Mariner gaff ketch *Tai Kuri*. By the way, those who enjoyed his playing can catch Skip and a group of other musicians (whose specialties are sea chanteys and Irish music) at the Pier 23 Restaurant every Tuesday night.



We hate to be sexist (well, actually it's our wives that hate us to be sexist), but we hope **First Class** (left, above) and **Kimberley Owen** (right) checked "look good in a bikini" on their Crew List forms, because they would. Slightly overwhelmed by their enthusiasm (but digging every second of it) was **Kevin Lee** (center) who seeks out local crew every year for short cruises up to the Delta and out the Gate for whale watching aboard his Yamaha 33 *Ohana*.

# SIGHTINGS

## quality — cont'd

moved aboard. He found that sailing, indeed, became a healing force in his life.

Last fall he found out about the Singlehanded Sailing Society's TransPac race from San Francisco to Hawaii → and entered immediately. While most competitors consider a year the minimum preparation time for this event, Jay will be on the starting line in about half that time.



"I decided to just do it," he says. "And to get the message out there that, even with a serious diagnosis, you can choose to focus on living rather than on the disease. The quality of my life over the past two years is probably better than it has ever been."

The response to his challenge, officially known as Project Rainbow Quest, has been overwhelming. Most surprising to him, though, has been that most of it has come from the straight community.

"People are telling me that what I'm doing makes them appreciate their own lives more," he says.

Jay's so pumped up that he's reaching beyond the mere achievement of sailing a boat alone to Hawaii — he's out to win his division in the SSS TransPac. He realizes that without another \$15,000 for new sails, rigging and other equipment, *Galatea* may be a longshot for the top spot. But that won't stop him from being on the starting line on June 30.

"It's not like I'm coming out of my hospital bed," he adds, dispelling the idea that he's engaging in any undue risk. He has experienced some hearing loss and has some side affects from the drugs, but not enough to compromise his ability to sail the boat to its potential.

After completing the race, Jay will rest up and continue on to Vancouver for the opening of the Gay Games, which begin the first week of August. A friend, who also has AIDS, will accompany him on that trip. His goal in Vancouver is to introduce the sailing part of the competition.

After that, Jay's not revealing any more plans. AZT's effectiveness only extends for a couple of years, so he may have to switch to other drugs at that point. But, as he's discovered, the future holds less for him than the present, where he has trimmed his sails for a fast reach — and taste of the magic elixir.

If you'd like to get in touch with Jay, he can be reached at Project Rainbow Quest, P.O. Box 9380, San Rafael, CA 94912, or by calling 456-8732.

— shimon van collie

## infinity possibilities

With one young child in the household and another on the way, Mike and Linda Rosso reluctantly put their 39-ft Sparkman and Stephens yawl *Sybaris* up for sale last month. They got a call on the boat almost immediately, but it wasn't a buyer. It was Clint Clemens, a Boston-based photographer they'd met a few months before. He was doing a photo shoot for Nissan's "Infinity" sportscar, and *Sybaris* would make the most perfect prop for a shot he had in mind...

That's how the Rossos ended up sailing the boat from its Sausalito slip to Vallejo in March, spending a couple of days out of the water, possibly appearing in the ad themselves — and getting a \$6,000 LPU paint job for free!

"The object of the campaign was to project an image of luxury and opulence," says Linda, "and Clint thought our boat had the classic lines to fit the theme perfectly." The shot he was aiming for was the setting sun reflected in the glossy black paint of flawless topsides. However, being a wooden boat whose seams naturally work a bit, and which hadn't had new topsides paint in a season or two, *Sybaris'* reflective properties weren't quite up to what Clemens had in mind. So Nissan footed the bill and Yachtmasters in Vallejo

cont'd next sightings page

## slow week

that "reports of a nuclear waste dump and casino in *Latitude 38*, a local sailing magazine, were said to be an 'April fools' joke."

(Thank God they didn't use earlier tape of our esteemed managing editor mumbling incoherently into the camera. Even allowing for the fact that he was given about five minutes advance notice of the interview, it was quite obvious why he chose print journalism rather than broadcast.)

Anyway, seeing as how this bit of "negative" publicity probably brought more pound-for-pound exposure to the Islands deal than the Trump "divorce", it seemed more appropriate to send out bills for services

## — cont'd

rendered than apologies. But they went out too, in both verbal and written form.

Since in our estimation that is more than enough retribution for the mountain this molehill has become, we'll not end this with yet another redundant apology, but with a recommendation to all concerned parties — as well as to our regular readers:

For gosh sakes, folks — LIGHTEN UP! We'll all live longer and happier lives.

And for the record, the real plans of the Conservancy are to build a Stealth Bomber base on one island, and offer the other as asylum for deposed third-world dictators.

We're KIDDING...

## infinity — cont'd

supplied the labor for one of the the slickest black topside and bottom jobs — offset by gold sheer and bootstripe lines — we've seen in a long time. Then Clemens had them set the yacht in a field near the yard, parked the car in front of it and waited for the sun to set. Using Mike, Linda and 2-year-old Gregory Rosso as models, Clemens ended up shooting 30 rolls of film to get just the right look.

No word on when or exactly how the photos will be used, but if you're in a Nissan dealership or thumbing through a national magazine in the next few months and you come upon an ad featuring a silver Infinity being upstaged by a classic-lined, impossibly shiny black yawl, you'll know the rest of the story.

## miri of the sea

Several years ago, Miri Rosen received a world atlas as a gift. Already infected by the sailing wanderlust, she vowed that one day she'd be able to

cont'd next sightings page



COURTESY MIKE & LINDA ROSSO

# SIGHTINGS

## miri — cont'd

open the book to any page and say she'd been there. Now 30, she's well on her way to realizing that goal.

Miri's ongoing adventure becomes even more remarkable when you realize that, despite her blonde-haired, blue-eyed good looks, she's not just another California coed who between semesters bops from country to country on daddy's bank account. Miri hails from the village of Jordia, in Israel. Ten years ago, while a student at an Israeli university, she took some sailing classes and became hooked. She began sailing as often as she could, including crewing on a 60-ft schooner being delivered to France. Before long, the avocation turned into a profession: she became a licensed radio officer in the Israeli merchant service and sailed on various ships throughout the Mediterranean, Atlantic and Indian Oceans, visiting ports in Africa, the United States and throughout Europe.

Between voyages, Miri kept her hand in sailing and the yacht delivery scene. Several years ago, when the opportunity arose to help deliver a 40-ft sailboat from Florida to Israel, she jumped at the chance. Although that trip fell through, it planted an idea in Miri's mind that eventually led her to the Bay Area: Find the perfect small cruising boat and singlehand it back to her homeland.

After months of looking up and down the West Coast, with the help of local yacht broker Alex Crichton she finally found the right boat in Morro Bay. Strong of build and sweet of line, she named the 12-year-old, 25-ft Atkin cutter *Miri Yam*, Hebrew for "Miri of the sea," and wasted no time singlehanding the boat up to Sausalito. She'd visited there several weeks before and thought it would be an ideal place to fit the boat out for the long trip ahead.

To properly sea trial the boat (which she'd bought without a survey), Miri made the upwind, upcurrent trip nonstop. She was more than satisfied with *Miri Yam*'s performance, and the thrill of sailing under the Golden Gate Bridge made her forget the two sleepless days she'd just spent. She finally dropped anchor off Sausalito in early March, and within days had blended into its unique waterfront community as though she'd been there for years.

"I feel right at home," she says, referring both to the many friends she's made and to how *Miri Yam* seems to fit right in with the other classic boats. The spirit of the local boating community reminds her of the time she spent living and working in the kibbutz (commune) in Israel.

Miri plans to stay in Sausalito for several months as she completes preparations on *Miri Yam*. Those will consist mainly of maintenance, storing provisions and fitting the minimal gear: a windvane, depth sounder and VHF are about her only concessions to modernity. Miri is a sailing purist in every sense of the word and plans never to use the engine "unless necessary."

— john skorik

*Editor's note: Thanks for the story, John. We hope you'll keep us updated on Miri's progress.*

## coast guard bicentennial

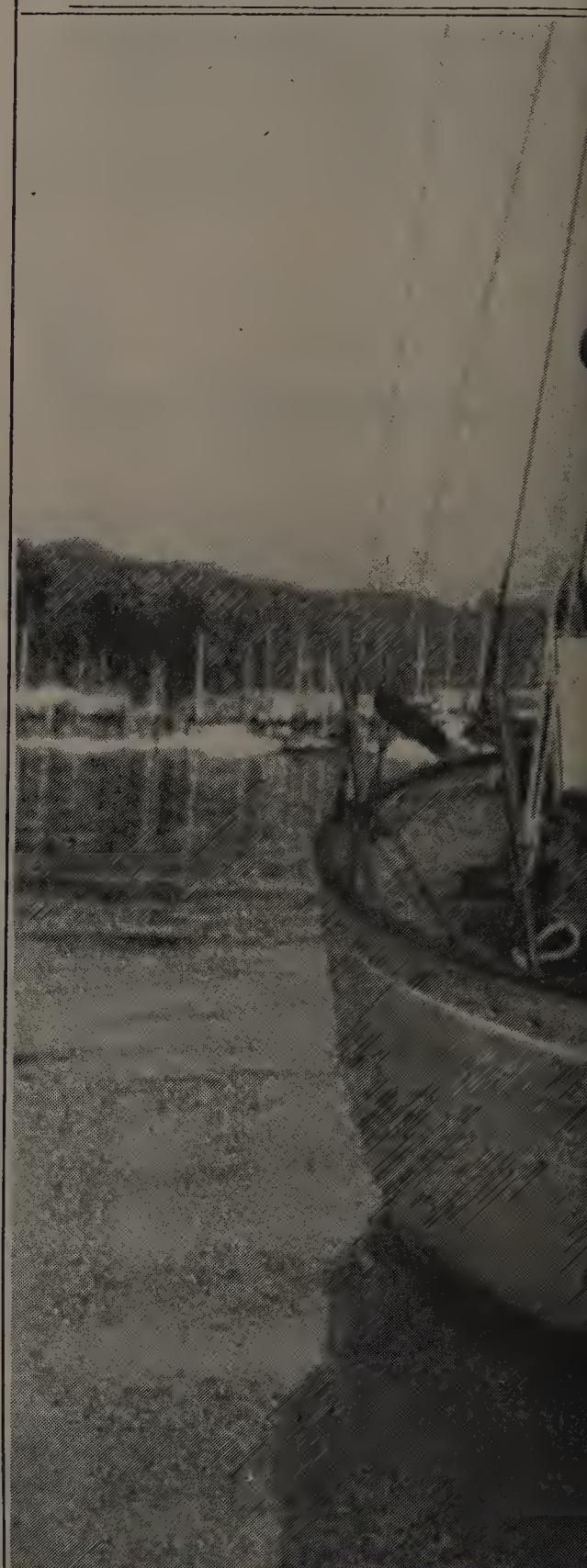
It all began in 1790. Jubilation over the break from England had turned into grim reality for the newly formed United States of America. With support from the crown gone, we were rapidly going broke.

One of the stopgap measures implemented that year was the formation of the U.S. Revenue Service. Secretary of the Treasury Alexander Hamilton authorized the construction of 10 revenue cutters. Their mission: stop the flagrant practice of unloading cargos in "unauthorized" harbors to avoid payment of import taxes. (The state tallship *Californian* was modeled after the west coast's first revenue cutter, the *Lawrence*.) Along with everything else, Hamilton is known as the "father of the Coast Guard" for that action.

As the service grew, it diversified. Revenue cutters battled pirates and privateers, enforced quarantine laws, and even sailed missions of mercy: in 1890, the cutter *Bear* introduced a herd of reindeer to Alaska to supplement the Eskimo's food supply. Cutter crews have also fought in virtually every war from the French-American (1797-1801) to the Falklands conflict, including the Civil War and the Vietnam War. One of the most notable early performances

## keeping up

Boaters berthed east of the Fruitvale Bridge are going to have to use the back door — the San Leandro channel — to get to the main Bay for a while. That's because the current, a slow-opening bridge and a barge being pushed by the tug *Ellen* all came together on March 27. Though the tug (with engines in full reverse) and barge only bumped the bridge at about 1 knot, it was



## the momentum

enough to put the bridge out of commission to transiting boats for about three months. Vehicular traffic will not be affected. It reminds us of an analogy we heard years ago regarding momentum: the *Queen Mary* going 1 knot has the same momentum as a Volkswagen going 600 miles an hour. Can any engineers out there tell us if it's true?

## cg bicentennial — cont'd

was the capture of the renegade British Privateer *Dart* by the Revenue Cutter *Vigilant* during the War of 1812. The *Dart* was on the "most wanted" list at the time for seizing 30 American vessels.

Running parallel to the Revenue cutter service from 1848 was the United States Lifesaving Service, a network of strategically-placed stations in and around major U.S. harbors. The exploits of the daring surfmen who worked those stations are the stuff of legend. The Alameda-based Coast Guard cutter *Midgett*, for example, is named for the USLS's Ramus Midgett who singlehandedly waded through the treacherous surf of North Carolina's Outer Banks to rescue all 10 passengers and crew from the barkentine *Priscilla*. He

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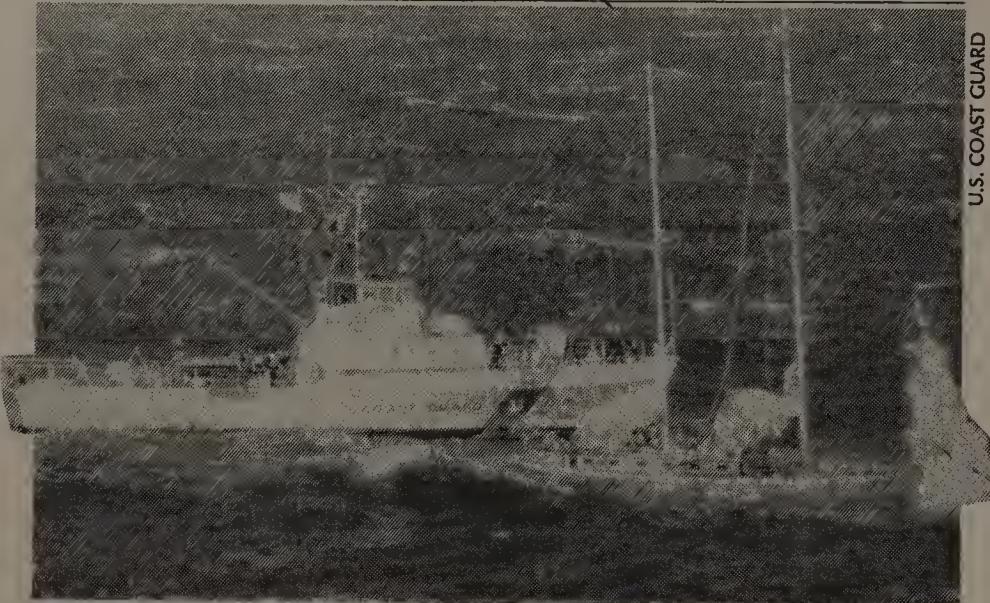


JOHN SKORIAK

# SIGHTINGS

## cg bicentennial — cont'd

even saved the ship's dog. Closer to home, the Lifesaving Service stations at Fort Point (the recently closed Coast Guard station there was originally a Lifesaving station) and Pt. Bonita were instrumental in saving many lives, including the survivors of the Bay's worst maritime disaster: the loss of the passenger liner *City of Rio De Janeiro*, which struck rocks outside the Golden Gate in thick fog in 1901 and sank with the loss of 128 lives. (Though fading



*In choppy seas off Hawaii last year, Coast Guard pumps and personnel saved the 70-year-old ketch 'Wizard of Bristol'.*

fast, the remains of the Pt. Bonita Lifesaving station are still worth dropping a lunch hook behind Pt. Bonita and dinghying ashore to explore. We view its continued neglect as one of the great oversights of the government's historical preservation plan.)

In 1915, the Revenue Cutter Service and the Lifesaving Service merged and took on a new name — the United States Coast Guard. In 1939, the Lighthouse Service joined, and three years later, the Bureau of Navigation and Steamship Inspection Service was absorbed.

From 10 Revenue cutters in 1790, the modern Coast Guard has grown to 225 ships, more than 2,000 small craft (16 to 65 ft), 74 fixed-wing aircraft, 133 helicopters, more than 400 shore stations and 38,000 personnel. They respond to more than 70,000 calls a year, and save an average of 5,000 lives annually. Their civilian arm, the U.S. Coast Guard Auxiliary — which celebrates its 50th birthday this year — has assisted many more both on and off (with their safety classes) the water. In recent decades, their Coast Guard has expanded their mission to include ice patrols (inaugurated after the *Titanic* disaster), icebreaking, oil pollution strike forces, pollution watches, drug interdiction — and of course the merciless harassment of innocent sailors with safety inspections.

Whether this is the week you love 'em or hate 'em, the Coast Guard has become as much a part of the recreational boating scene as the tides. And while there will always be a disgruntled few who condemn them along with every other governmental agency from the Post Office to the President, the Coasties are definitely here to stay. Overall — though we'll continue to take them to task when appropriate — we're personally damn grateful for that presence. But then, we are slightly biased: at least once in each of our illustrious careers, all three editors here at *Latitude* have had to be rescued by the Coast Guard.

Happy Birthday, Coast Guard!

## stanford sailing no sacred cow

College sailing is not a sacred cow. At least that's what Stanford seemed to be saying in March when they decided to cut their sailing team back to a "Varsity 3" (i.e., club) sport and not renew the contracts of either the sailing

## coast guard

Though the actual 200th birthday of the Coast Guard doesn't occur until August 4, they're celebrating in May — and everybody is invited! Here's the planned schedule of activities for the weekend of May 11 to 13.

### Friday, May 11

11:45 a.m. — 1 p.m. — The 40-piece Coast Guard band appears at Union Square, playing a variety of traditional and modern tunes. The CG Silent Drill Team will perform rifle maneuvers.

12:15 — Mayor Agnos will issue a commemorative proclamation to the Coast Guard for its 200 years of service.

7 to 10 p.m. — Coast Guard Day at the A's/Red Sox game. The Harriet Lane Landing Party will perform with the CG Band.

### Saturday, May 12

9 a.m. to 1 p.m. — Alcatraz Challenge Whaleboat Race from "The Rock" to Aquatic Park. (Bay Area Whaleboat Rowing Association and San Francisco Propeller Club will sponsor and donate the boats for this event.)

10 a.m. to 5 p.m. — Open House aboard the following ships:

*Californian*, the 145-ft state tallship.

*Relief*, a 128-ft restored lightship.

*Midgett*, a locally-based, 378-ft high-endurance cutter.

*Mellon*, *Midgett*'s Washington-based sistership.

*Edisto*, a Crescent City-based 110-ft cutter.

*Blackhawk*, 180 ft, is a local aids to navigation tender, and one of the Coast Guard's oldest (built 1944) active ships.

*Pt. Chico*, an 82-ft cutter based in Bodega Bay.

*Active*, a 210-ft cutter out of Port Angeles, Washington.

*Volga*, a 230-ft Soviet icebreaker.

*Zapotecos*, a 247-ft Mexican Navy ship.

*George R. Perkes*, a 272-ft Canadian ice-breaking buoy tender.

*Mizhuo*, a 427-ft Japanese Maritime Safety Agency (JMSA) ship.

*Jokima*, a 228-ft Japanese cadet training ship.

*Rio Nepena*, 164-ft Peruvian Coast Guard ship.

Ships will be docked at either of two locations: Pier 35 or Pier 45 (where the submarine *Pampánito* is). Coast Guard helicopters will also be on display. At the

## celebration schedule

Pier 35 location, inside the pier building, the Coasties will also have a number of exhibits, such as the Marine Safety Office Hazardous Response van, a Boating Safety display by the Coast Guard Auxiliary — even a recruiting booth!

**11 a.m.** — Public proclamations by Governor Deukmejian's office and by California Senator Milton Marks aboard the cutter *Midgett* at Pier 35, followed by a concert by the Coast Guard band.

**1 to 2 p.m.** — CG Bicentennial Lifeboat Race from Marina Green to Aquatic Park. As well as Coast Guardsmen, the race will feature local media celebrities and crews of foreign vessels. Meanwhile, during the same hours, the CG Band (Geez, these guys really get around) will do their thing with the Silent Drill team in the Pier 39/Fisherman's Wharf area.

**2 to 3 p.m.** — Search and Rescue demonstration off Pier 39 by both Coast Guard and Japanese helicopters and boats. The cutter *Midgett* will also demonstrate firefighting techniques.

**2:15 to 3:45 p.m.** — The Coast Guard Dixieland Band will make appearances starting at Fisherman's Wharf and then throughout downtown San Francisco aboard one of those motorized cable cars.

**4 to 5 p.m.** — Coast Guard combos at Ghirardelli Square and the Cannery.

**5 to 5:45** — Silent Drill team to perform at Ghirardelli Square.

### Sunday, May 13 (Mother's Day)

**10 a.m. to 5 p.m.** — Open House aboard at Piers 35 and 45 (same ships listed above).

**2 to 3 p.m.** — Search and Rescue/ — firefighting demonstrations off Pier 39 by USCG and Japanese aircraft, ships and personnel.

**2 to 4 p.m.** — CG Band concert at the Cal-State Hayward University Amphitheater. (Sponsored by Alameda Group newspapers).

**4:05 p.m.** — The CG Band collapses en masse from exhaustion and is rushed to the Betty Ford Clinic for obsessed musicians. Just kidding, just kidding. Their schedule does make a Guns N' Roses road tour look like a day at the rest home, though.

In an event of this size, there will always be minor variations in the plan up to the time each event actually happens. For more information, or to confirm any of the above, call Lt. Jay Ellis' office at Coast Guard Island at 437-3325.

## no sacred cow — cont'd

director or coach. Of course, to be fair, sailing wasn't the only sport to get the proverbial axe: wrestling and field hockey lost funding, too. But the Stanford Sailing Program, which encompassed the team, sailing classes and a recreation program, was a little different. It had an independent budget of hundreds of thousands of dollars and was self-supporting.

The \$50,000 the university saves by cutting staff will be "allocated to other programs," said Athletic director Andy Geiger. Sailing coach Blake Middleton is more pragmatic: "It's happened and it's history — there's no sense griping about it."

He may be right. But as the 10-year-old program slips into an uncertain limbo, it's worth noting one of the main reasons it was so successful in bringing sailing to thousands of students: Sailing Director Joe Petrucci.

When Petrucci came to Stanford in 1980, the team was a "real bastard child," he said. The fleet — sailing out of a parking lot in Redwood City — consisted of three Flying Juniors, three Lasers, nine "very tired Privateers" and eight or nine windsurfers. Joe, just 22 and fresh out of Tufts University, was given the unwieldy task of finding a more permanent facility and beefing up fundraising efforts. To raise money, the team used to sweep up after basketball games.

One of Joe's answers to the team's money problems was starting a boat donation program which, before the tax reform act of 1986 basically emasculated it, brought in hundreds of thousands of dollars and some 130 keelboats, some of which were used for Bay sailing by the association. One of the most shining examples of the program is *Victoria*, the 72-ft Herreshoff ketch (a sister ship to *Ticonderoga*) that over the last few years has taken out thousands of Stanford students, faculty, staff and their friends, including a group of terminally-ill children from Stanford Hospital.

Word from Stanford's athletic department is that the program is welcome to function at its present level if it can. Since that seems unlikely without a full-time director, some worry that it will be relegated to the Stanford campus's Lake Lagunita — which hasn't been full in three years. Members of both the team and association are busily planning for a more optimistic future, and so far everything is proceeding politely.

As for Joe, he remains characteristically upbeat following the latest turn of events, seeing it as more of an opportunity than setback. "It's very rare that a sailor can turn his avocation into his vocation," he says. "But quite frankly, I've been burned out on 'sailing a desk' for some time. I'm looking forward to doing some real sailing again."

— susan rawson

## watching the birdies

As students of human nature, we've always been fascinated by how one sailor can look at a rundown old boat and visualize it restored, while another sees little more than a pile of kindling.

Just as interesting are the forces that motivate people of the former persuasion to carry through and actually restore a tired old woodie to its former glory.

What we're leading up to here is probably the most unusual motivation for restoration we've heard to date. Doug Hamilton just happened to be out spectating from his Bird Boat *Oriole* at last year's Master Mariners Regatta, when *Falcon*, a sister ship that was competing, literally sank right before his eyes.

"It really blew me away how fast it went," says Doug, whose radio contact  
cont'd next sightings page



Joe Petrucci.

# SIGHTINGS

## birdies — cont'd

with a nearby boat helped coordinate the rescue of Falcon's crew off Angel Island. Although he'd done some initial restoration on Oriole already, Falcon's demise was the catalyst for him to finish the major structural rebuild — with modifications to hopefully prevent Oriole suffering a similar fate. (The motivation for the initial work almost was a similar fate: on his very first sail two years ago, *Oriole* began leaking so badly Doug had to beach her to save her.) "It wasn't worth taking a chance with anything less," he says.

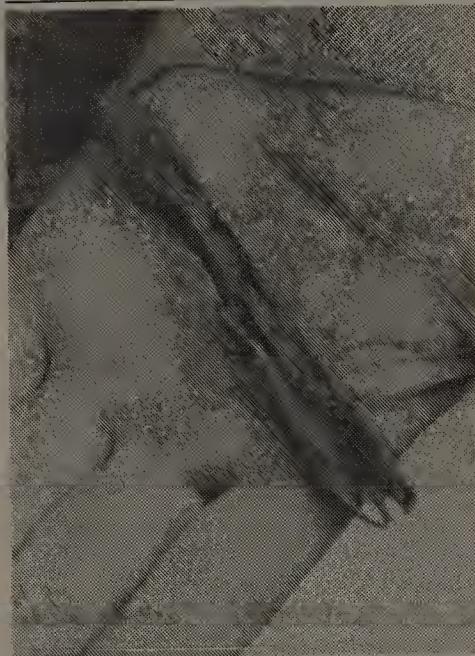
With the help of partner Brett Stohler, the major restoration work on the 30-ft Bay Area classic was completed at San Rafael Yacht Harbor in March. ("It took our entire two-week vacation," says Brett.) It included replacement of all but seven original frames with new laminated ones, several new planks, refastening the whole boat with stainless screws, new keelbolts, a completely revitalized rig, a couple of new sails and a new, beefed-up mast step.

cont'd next sightings page

## hamming

The group of sailors who can vouch for the value of ham radios on offshore passages grew larger at the end of March. That was when a ham net spreading across San Francisco, Chile, Australia and Japan successfully orchestrated the mid-ocean recovery of Shimpei and Leda Ikeguchi on March 30.

The couple had set sail from Pier 39 in January for a trip south around Cape Horn, and on to Africa and Japan. On March 27, however, they sent out a mayday call from their Yamaha 30 *Wahini*, indicating they had been dismasted 500 miles west of Chile in



Above, an old keelbolt (*yikes!*); the old and new mast steps. Spread, Doug, Brett and Andy the dog aboard 'Oriole'.



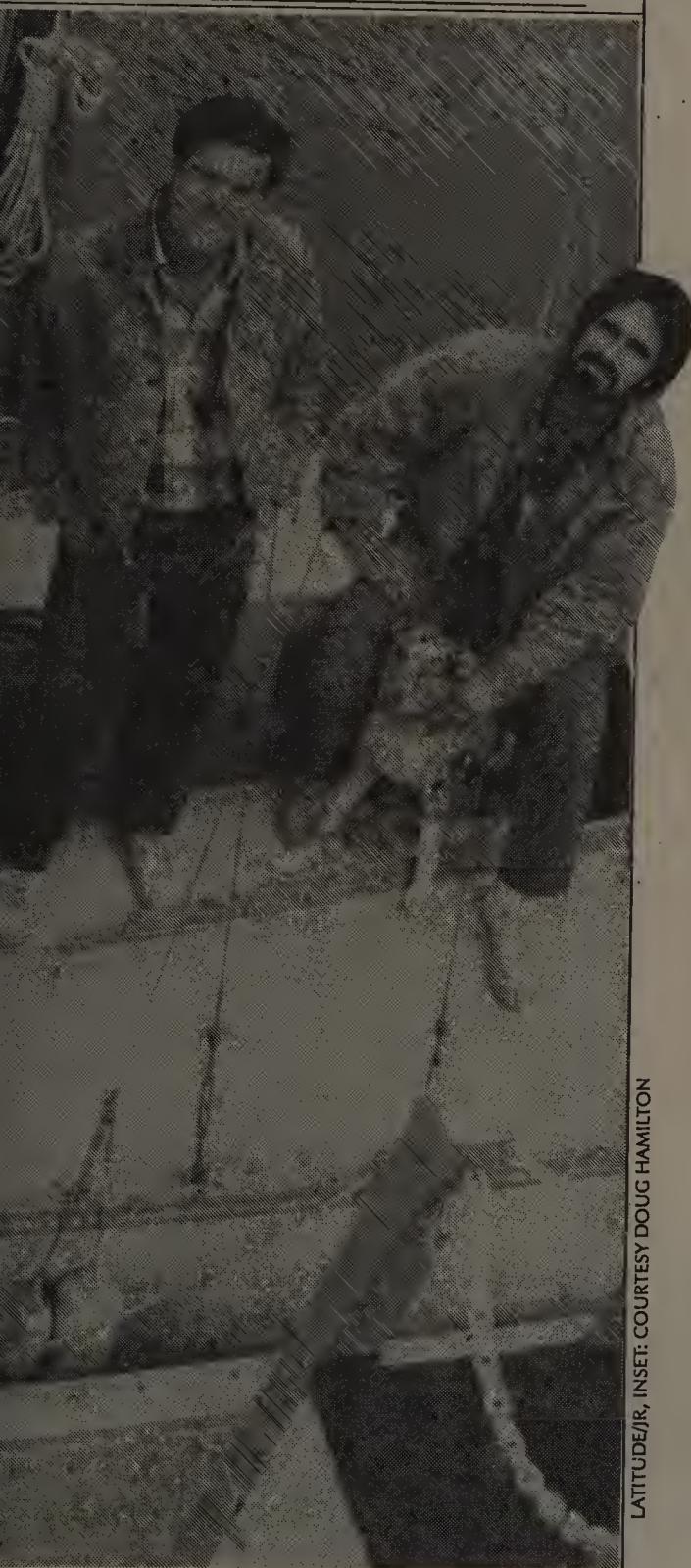
**it up**

35-foot seas and winds up to 60 knots.

Earl Brown, a boat repairman and ham operator from Montara, had been tracking Wahini since the Ikeguchi's departure. He had worked on the boat at Pier 39 prior to departure, and had even checked out Shimpei's ham rig, which was the same as his own.

On Wednesday night, March 28, Earl tuned in to the Japanese Maritime Mobile Net, on which he usually conversed with Shimpei and Leda. He was shocked to learn about the mayday from an Australian ham

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LATITUDE/R. INSET: COURTESY DOUG HAMILTON

**birdies — cont'd**

To Doug's way of thinking, the mast step was a weak link in the original design. To accommodate the low-aspect sailplan and huge boom, the mast step on the Birds is located forward of the keel, rather than upon it as in most designs. As a result, that area works quite a bit when sailing, which leads to leaks. Doug replaced Oriole's original step with a massive structure with more than twice the size and bracing of the original.

At this point, Oriole is back at her end-tie the Marin YC, structurally every bit as sound as she was when launched from the United Shipbuilders yard in Sausalito in 1929. As for cosmetics and installing an updated interior into the gutted boat, Doug and Brett figure that will probably take another two years — which will now have to be arranged in between work and sailing schedules.

And speaking of sailing schedules, you're apt to see a lot of Oriole out on the water this summer. Doug, Brett and crew plan to take part in the Bird one design season, as well as return to the "scene of the crime" that started them down restoration road, the Master Mariners. Will there be any sort of ceremonious thanks when Oriole sails over Falcon's resting place?

Doug laughs. "Ceremony? Considering how much time and money we've spent to get this far, it will be hard not to throw up!"

*Editor's Note: Oriole is the first of three restored Birds that will be joining the Bay's oldest active one design class in the next few years. Though work on Polly (now in the planking stages at Stone's Boatyard) has halted momentarily, this primo restoration could be completed anytime. The third Bird is another complete rebuild being done in Oregon by Heinz Becker, who plans to bring the boat (name unknown) back to the Bay upon completion.*

**loss of the 'alaskan seeker'**

What happened to Dr. Jeff Kallis shouldn't happen to anybody. That's why we're going to tell you about it, so that if you're in the same situation, you can remedy it now.

On February 23, Kallis' 60-ft schooner *Alaskan Seeker* was struck by something about 8 miles southeast of the Farallones. Kallis was not aboard at the time; the boat was being sailed by two friends, Jack Manley and Jeff Rowan. Experienced sailors (Manley is a lieutenant commander in the Coast Guard with 40 years around small boats; Rowan holds a 100-ton license), they were shaking the 11-year-old fiberglass boat down for a voyage the three men planned to make to the boat's namesake, Alaska, later this summer. Manley and Rowan were under sail in moderate conditions (15-20 kts, 8-ft swell) about 1:30 in the morning when the impact occurred.

They never saw what hit them, though later theorized it was probably a whale. What they did see was water rising rapidly down below. They immediately doused the sails, started the diesel engine and pumps and called the Coast Guard. Then they set about trying to save the boat. By the time the SAR helicopter arrived, they had blocked the major leaks and, with all five pumps going and Jeff down below hand-pumping the head — the water was that high — they were able to gain some ground back. They radioed the Coast Guard that they wanted to try to save the boat, and set a course for San Francisco.

A little after 4 in the morning, the two heard a second serious cracking sound and *Alaskan Seeker* capsized — the keel had fallen off. Jack was thrown clear; Jeff was momentarily trapped inside, but soon swam free. A fishing boat that the Coast Guard had asked to stand by picked the two men up. *Alaskan Seeker* went down in about 2,000 to 3,000 feet of water.

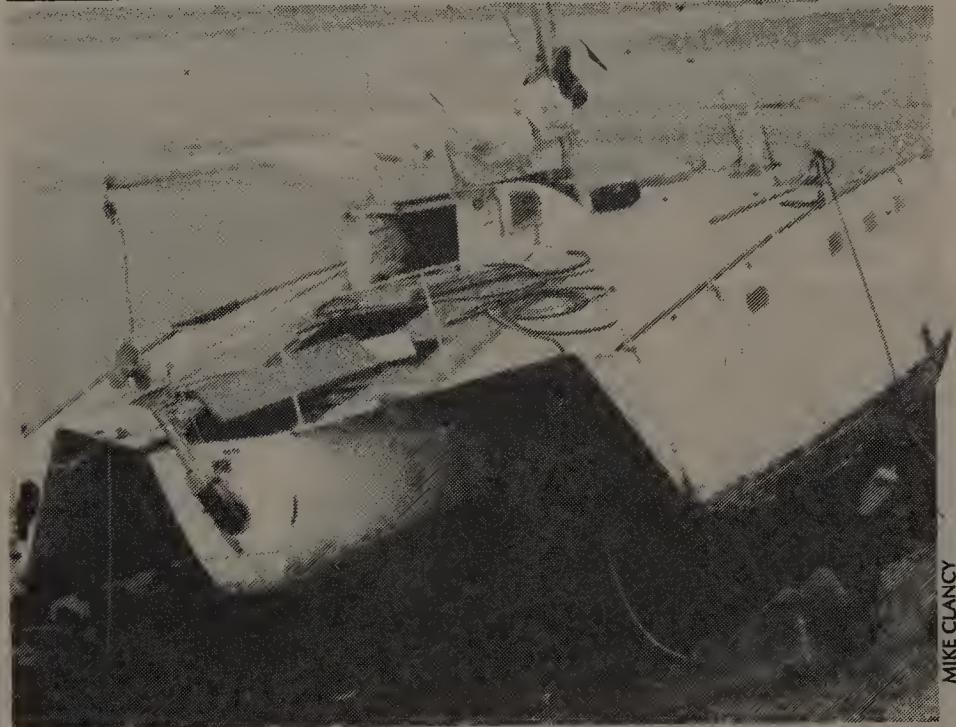
The loss of any boat is bad enough, but now it turns out that the insurance carrier, State Farm, may not pay the claim for the \$70,000 boat — or even for any of Kallis' possessions that went down with her. "The boat was insured as part of my homeowner's policy, and since that apparently covers only fire, theft and vandalism, they simply refuse to pay," Kallis told us in April. He even attempted to lighten up the whole situation by suggesting "that the boat was hit by a vandal whale," but claim agents apparently don't have a sense of humor. At this writing, Kallis is "looking at my alternatives."

We suggest that all readers carrying similar policies take a long, hard look at just what their policies cover, too — before they find out the hard way.

# SIGHTINGS

## stranger things have happened

Tuesday, March 27, while driving westbound on Highway 80 just north of Ashby Avenue in Berkeley, I was surprised to see a large trimaran beached on the rocks next to the freeway. Traffic and my work schedule didn't allow time



The mystery boat.

to stop and check it out then, and when I returned that afternoon, it was gone.

I'm a member of the Cal Sailing Club and since this was in their territory, I thought someone at the club would know about the grounded boat. My second surprise of the day was finding the boat tied up at the CSC dock!

Some club members told me that, allegedly, the new owner had traded a Volkswagen van for the 30-ft boat. He convinced someone to tow it from wherever it was to a destination "across the Bay". Apparently, the Bay got choppy, the two boats started banging into each other, and the tow boat set the tri loose. This seems a bit strange because the owner of the trimaran did not know anything about sailing.

The boat drifted into the Berkeley South Sailing Basin and, during the night, went aground next to the freeway. I took the enclosed photos on March 28. Two days later, the boat was gone.

— mike clancy

## stranger things

Dreams are like soap bubbles blown from a child's wand: wondrous to behold but impossibly vulnerable to the slightest misuse. Like building your own boat and sailing it to the South Seas. Let's face it, we've all had that one at one time or another, but few actually carry through with either the building or the voyage. Even those with the experience and ability to carry it off usually decided the risk of bursting that pretty bubble with the realities of time, money and the 1,001 other obstacles is not worth the reach.

That's why we have to say up front that we admire the hell out of Jeff Jones. With absolutely no prior sailing or boatbuilding experience, the Arizona man built the boat of his dreams, launched it near Loch Lomond Marina in late March, and began making preparations to sail to the South Seas. Where Jeff's dream went terribly wrong was in the design. Rather than build to the plans of a naval architect, from outward appearances, Jones took his inspiration from the local sidewalks: Our first impression of the 30-ft long, 4-ft wide boat was of a gigantic skateboard with a midriff bulge. Features of the \$1,800 *Signal of Peace* included pipes for the stubby mast and boom, rocks and concrete for ballast, colored beer mugs for running lights and a rudder that's broken off each time he's sailed the boat — which is twice.

cont'd next sightings page

## hamming

named Joan. Earl called Leda's mother, Mimi, who lives at Pier 39 aboard the old Angel Island/Tiburon ferry. He also called a Japanese ham named Murata who lives in the city of Aomori. Murata relayed information to Joan, who was in touch with the Coast Guard's Pacific Area Operations Center in Alameda, and a radio station in Playa Hancha, Valparaiso, Chile.

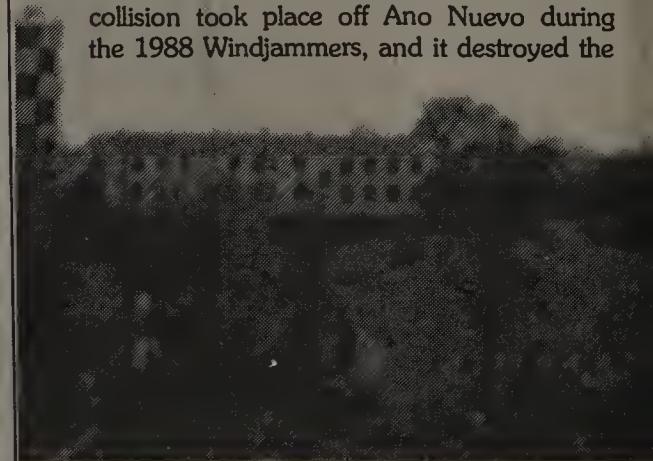
"There happened to be an English speaking technician by the name of Peter Godard at the Playa Hancha station," says Brown. "He relayed messages back and forth to coordinate the rescue operation."



## two into three

No, it's not a bird up there in the sky, or a plane. And according to the owner, the only thing super about it is that the bloody thing is finally done. It's Peter Hogg's new trimaran Aotea.

As a stalwart of the Bay Area's small but dedicated group of multihull faithful, Peter's name has appeared frequently on these pages. But readers will probably best remember him for the crude surgery he performed on a blue whale with his last boat, the 40-ft catamaran *Tainui*. The collision took place off Ano Nuevo during the 1988 Windjammers, and it destroyed the



# SIGHTINGS

## — cont'd

Brown learned that the Ikeguchis had put out a sea anchor to stabilize *Wahini*. Their batteries had run low, but they were able to run the engine and generate enough power to make transmissions. The Chilean tug *Galvarino* was sent out to fetch the sailors.

Earl stayed on the radio at his home until he lost contact early Thursday morning. That night, he went to the San Francisco Amateur Radio Station at the VA hospital in the City, along with Mimi and a friend of Shimpei's. They had trouble getting through

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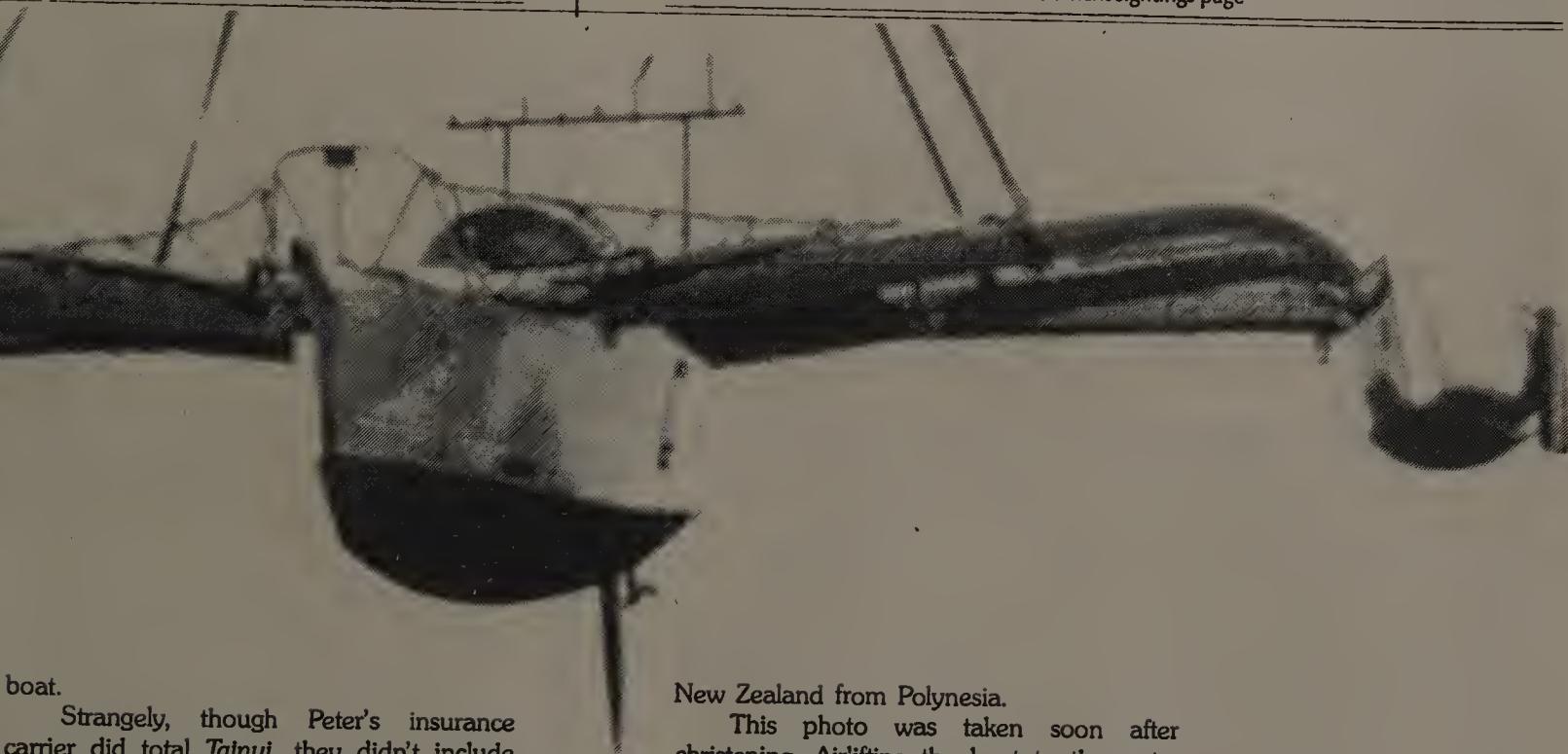
## stranger things — cont'd

With sailors around Loch Lomond offering diagnoses of insanity and predicting death (and the Coast Guard poised to intervene if he actually took off), Jeff headed for — hopefully — more friendly environs at Pier 39. Unfortunately, for reasons we couldn't find out, the tow (When asked why he didn't sail, Jones reportedly said, "I can't take that chance.") was diverted to Richardson Bay. At last report, Jones had somehow gotten the boat up to Vallejo. From there the trail goes cold. Rumor has it that he put the *Signal of Peace* back on its trailer, stashed it in a relative's backyard and headed back to Arizona.

## short sightings

**THE NORTH SEA** — In March, nine Western European nations agreed on a plan to clean up the North Sea, one of the most polluted bodies of water

cont'd next sightings page



boat.

Strangely, though Peter's insurance carrier did total *Tainui*, they didn't include the rig, which survived relatively unscathed. So, though *Aotea* is a totally new boat, technically it's a rebuild of *Tainui* using the same rig.

Now that you're totally confused, you might as well know that Jim Antrim designed the boat — his first multihull — and Frog Force built it in San Rafael. The 40-ft tri, built of foam sandwich hulls and WEST system crossbeams, is 32 feet wide and weighs just 4,300 pounds. *Aotea*, like *Tainui*, is the name of one of the canoes that brought the Maori people to Peter's native

New Zealand from Polynesia.

This photo was taken soon after christening. Airlifting the boat to the water was actually the cheapest of several options.

With her predatory-spider crouch and fighter-plane canopy, *Aotea* looks like she's doing 20 knots just tied to the dock. According to Peter, however, the boat is a "conservative offshore trimaran." And offshore is where she'll be put through her paces. As you read this, *Aotea* will have completed her first test, the Doublehanded Farallones. In June, Peter plans to aim her toward Hawaii and have a go at the Singlehanded TransPac record — a record *Tainui* owned several times.

KAY RUDIGER

# SIGHTINGS

## short sightings — cont'd

on the planet. Under the plan, the Netherlands, Sweden, Denmark, Norway, West Germany, Belgium, France, Switzerland and Great Britain have agreed to reduce emissions of lead, mercury, cadmium and dioxin by 70 percent by 1995.

**TIJUANA** — Don't look now, but TJ is lately becoming known for more than plaster cobras and giving visitors the all-time worst first impression of a country possible. Ericson Yachts is one of several boatbuilders taking advantage of the favorable exchange rate and cheaper labor south of the border to build seven boats from their sailboat line. (The other industry companies are all powerboat manufacturers.) Basically, Ericson ships the raw materials duty-free to their plant just outside Tijuana, then pays import duty on the built boats, which go back to the Ericson plant in Irvine for completion and inspection. The arrangement, part of an employment program created by

## hamming

to the *Wahini*, but at one point they picked up Leda's voice over the airwaves.

"This is Earl," he said into the microphone.

"Earl Brown?" Leda said weakly, amazed that she was talking to her hometown friend after being buffeted by high winds and rough seas for three days. The contact didn't last long, but Leda did manage to convey that she and Shimpei were okay.

The *Galvarino* picked them up the following day. According to Mimi, Shimpei lost everything, including passports. The only thing they had left when they reached shore



## — cont'd

were the clothes on their backs and the grateful smiles on their faces. The couple was expected back in the Bay Area briefly in May before heading off to Japan, by air.

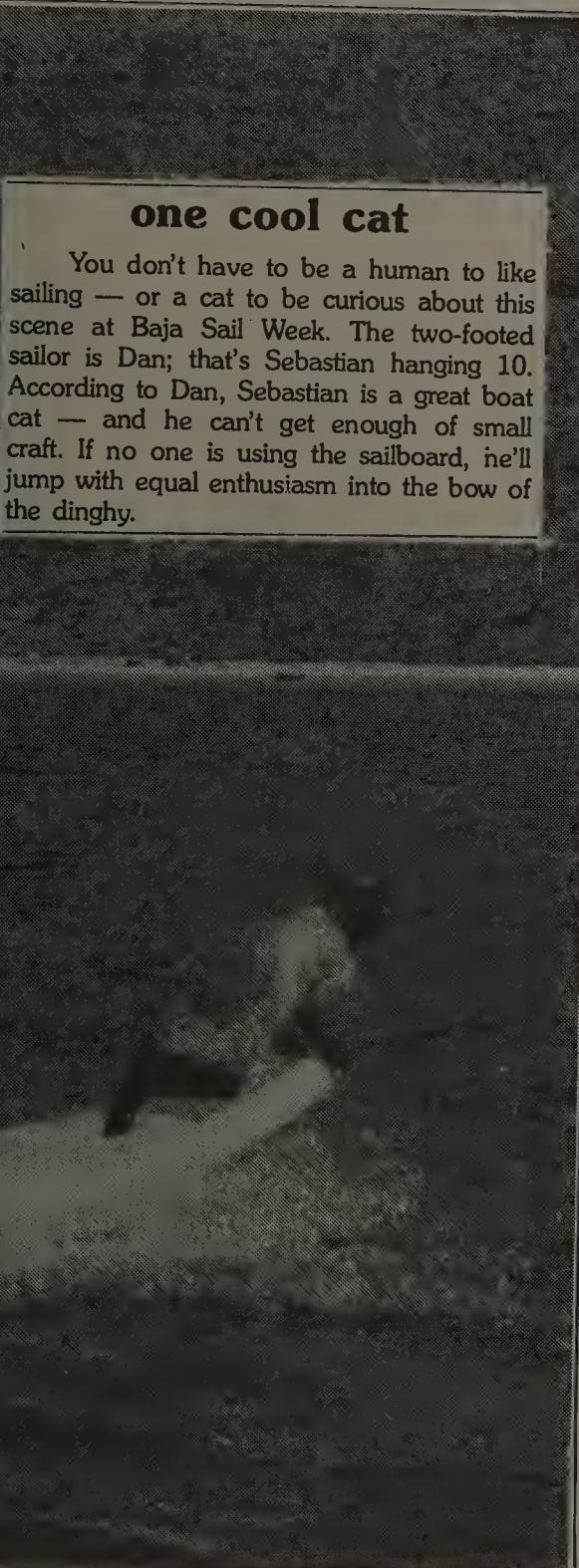
"The rescue was a truly international effort," says Earl Brown. "Ham radios are really great at keeping track of people at sea. I've done many crossings myself and have found them invaluable."

Peter Godard, the Valparaiso technician, sounded like another true convert. The last thing he said before signing off was "With all this practice, maybe I should become a ham, too!"

— shimon van collie

### one cool cat

You don't have to be a human to like sailing — or a cat to be curious about this scene at Baja Sail Week. The two-footed sailor is Dan; that's Sebastian hanging 10. According to Dan, Sebastian is a great boat cat — and he can't get enough of small craft. If no one is using the sailboard, he'll jump with equal enthusiasm into the bow of the dinghy.



RICARDO DEL SUR

### short sightings — cont'd

the Mexican government way back in 1966, has so far worked out well for Ericson and other U.S. (and Japanese) companies with plants throughout Mexico. So much so that Ericson president Gene Kohlmann predicts a shift in boatbuilding from Taiwan to the new "North American common market" in the not too distant future. "The Mexican government is being very responsive, very helpful," he says.

**WASHINGTON AND THE WEST COAST** — The Bush administration is looking at plans to, among other things, relocate the shipping lanes off California. It's just one of several proposals aimed at reducing the threat of a major oil spill in our waters. The proposed lanes would take tankers farther offshore, well away from any land and oil drilling platforms.

**MONTEREY BAY** — It doesn't always happen to the other guy, and it doesn't always happen far offshore. That's what Jack Lewis of Santa Cruz found out on March 30 when his 35-ft sailboat *Time Out* struck an unidentified object just before 8 p.m. and began filling up with water. Lewis, who was singlehanding, radioed three maydays, but received no response. Unable to stem the flow of water into the boat, and realizing that the boat's pumps were losing the battle to get it out, Lewis grabbed a handheld VHF radio, flares and some food and took to his liferaft. He finally made contact with the Monterey Coast Guard at 9:50, about 20 minutes after *Time Out* sank. The Coast Guard's 41-ft boat picked him up, uninjured, at 10:45.

**SAN DIEGO** — If the Port District okays the project, *Star of India* won't be the only tallship on the San Diego waterfront. Melbourne Smith, president of the International Historical Watercraft Society, Inc. (and builder of the state tallship *Californian*), has proposed building a full-scale, authentic replica of Cabrillo's flagship *San Salvador*. Cabrillo, who sailed from Portugal to the new world 50 years after Columbus, was the first European explorer to anchor in San Diego. If the project is okayed, the ship would be completed in time to take part in the 500th anniversary of Columbus' voyage in 1992.

**BERKELEY YC** — The Berkeley YC hosted one of the top-level diplomats in the European community on April 8. Willy De Clercq, chairman of the Foreign Economic Relations committee of the European Parliament (and former deputy prime minister of Belgium) was in the Bay Area for a series of lectures at UC Berkeley and Stanford. After ceremonies at the BYC clubhouse, De Clercq, his wife and a group of local dignitaries attended a reception aboard the classic motoryacht *Shogun* at the Berkeley Marina. Next month: Mikhail "Mad Mik" Gorbachev shreds the Golden Gate on a windsurfer.

**HALF MOON BAY** — The draggers off Half Moon Bay have brought up some pretty weird stuff in those huge nets over the years — sections of airplanes, still live ammunition from the '40s (including a 500-lb bomb that experts said could have erased Princeton from the map had it gone off), lots of collectors-item bottles (San Francisco used to dump trash off the coast thereabouts), a torpedo warhead, an 8-ft whale jawbone and so on. But not many of them stir up the controversy of the object pulled from the depths on April 21. It was part of a sailboat of undetermined type, name or origin — with, according to the coroner, "human remains" inside. The remains turned out to be exactly one upper arm bone, which is titillating enough to prompt an investigation, but useless as a clue. Not so the boat. Although only part of it came up (reports conflict as to what part, and at the 11th hour in our deadline schedule we were unable to have a look for ourselves), it appears to be a wooden boat in the 25 to 30-ft range. It was pulled up 23 miles off Pigeon Point from water 311 fathoms deep by the 60-ft dragger *Melissa* out of Pillar Point. Estimates of bottom time for the wreckage range from six months to three years. At present, the only lead investigators have are the dimensions and manufacturer of the mainsail. By going through their records, it's hoped the Bay Area sailmaker can shed more light on the mystery boat. If they can, we'll let you know more next month.

# BAJA SAIL WEEK 1990:

The following is an interview with the Coast Cruiser while he floated in a post-operative sodium pentothal daze (for the gory details, see "Baja Ow-Ow" in *Changes in Latitudes*). Despite being 1/16th of an inch shorter and poorer by one disc, the Cruiser — trooper that he is — insisted on filing this report from his hospital bed. "The show must go on," he kept mumbling. We, the Cruiser's faithful staff, have attempted to organize his ramblings into the following account of this year's Baja Ha-ha.

So what was 'Baja Ha-ha' like this year?

Mellow. Kind of like a week-long Sunday picnic.

What accounted for that?

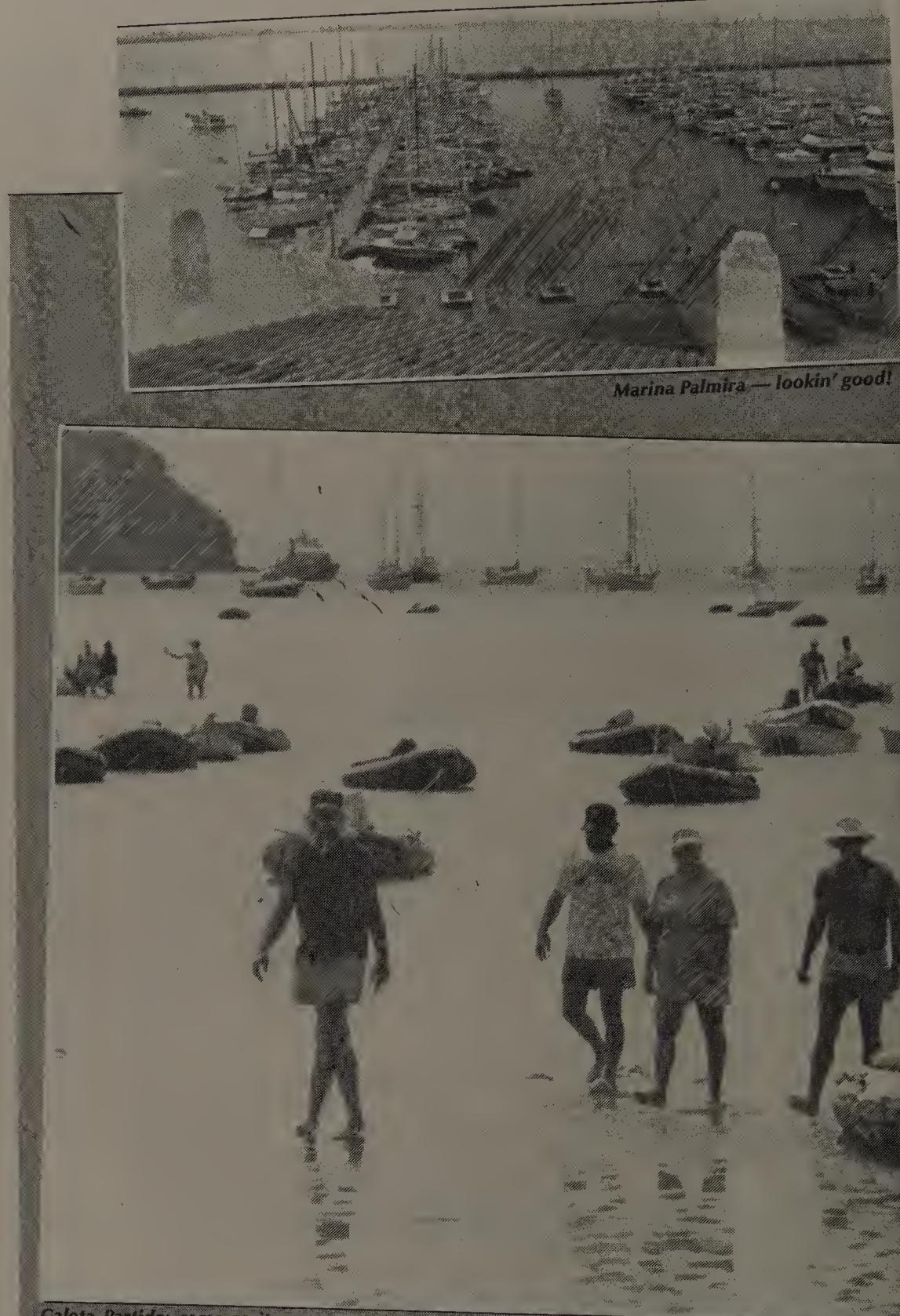
It was more organized in an unorganized way. In previous years there always seemed to be major last-minute squabbles because somebody was trying to profit from it or because they wanted it run their way or not at all. But thanks to the Cruising Club of La Paz — which took over primary sponsorship of the event this year — this was a 'by cruisers, for cruisers' event. Come to think of it, it was more than that. The food and booze receipts from the opening ceremonies in La Paz raised \$800 for the local cerebral palsy fund.

Former San Jose (California) resident Don Perkins, who incidentally was just elected Commodore of the Club Cruceros de La Paz, was Race Week Director and did a fine job. Also lending a big hand was Ricardo Perez of the Marina Palmira, which hosted both the opening and closing ceremonies at their full service California-style marina on the outskirts of town. They offered special 'before and after' rates, and Ricardo had a wonderful 'what-can-we-do-to-help?' attitude.

Anything else new at Sail Week?

Sure was — food on the beach! Sail Week veterans have begged for this for six long years, but never gotten it until now. The Sail Week site at Caleta Partida is somewhat unique because it's a long trek to shore. For beach days, folks would come in about noon and then be starving by 4:00 p.m. — but not starving enough to make another long trek out and back just for food. So everybody tended to drink more than eat. Not that there have ever been any bad scenes on the beach, but sometimes you actually prefer food to beer.

We're not sure if it was former Cruising Club Commodore Jimi Murillo or Don Perkins who made the arrangements, but providing food on the beach this year was one of the requirements made of the concessionaire. Carte Blanca, which jumped in to take over that responsibility from Pacifico, did a great job. A wonderful



Caleta Partida: same as it ever was.

woman named Magnolia, and some of her family, operated a street-cart taco stand next to the beer concession. Depending on the time and day of the week, she created fabulous exquisitos, tacos, burritos, tostados — and we're not sure what else. They were delicious! We had six the first day and probably three or four a day after that. Judging by the nearly constant lines, Magnolia, working her fingers to the bone, must have made a few pesos for herself.

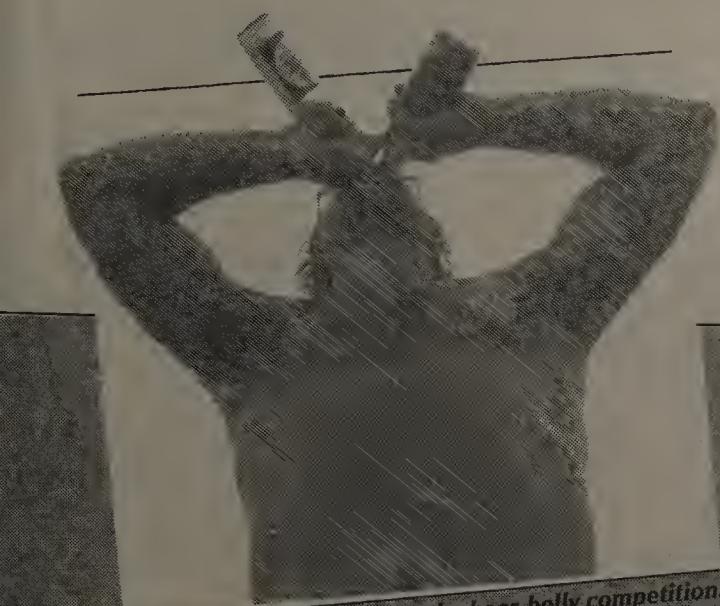
Were there plenty of tents and tables this year?

Oh yeah, Carte Blanca did a great job. Three big tents, lots of tables and chairs. They even made a slight improvement in the latrines — but still have a little ways to go with the theory of gravity.

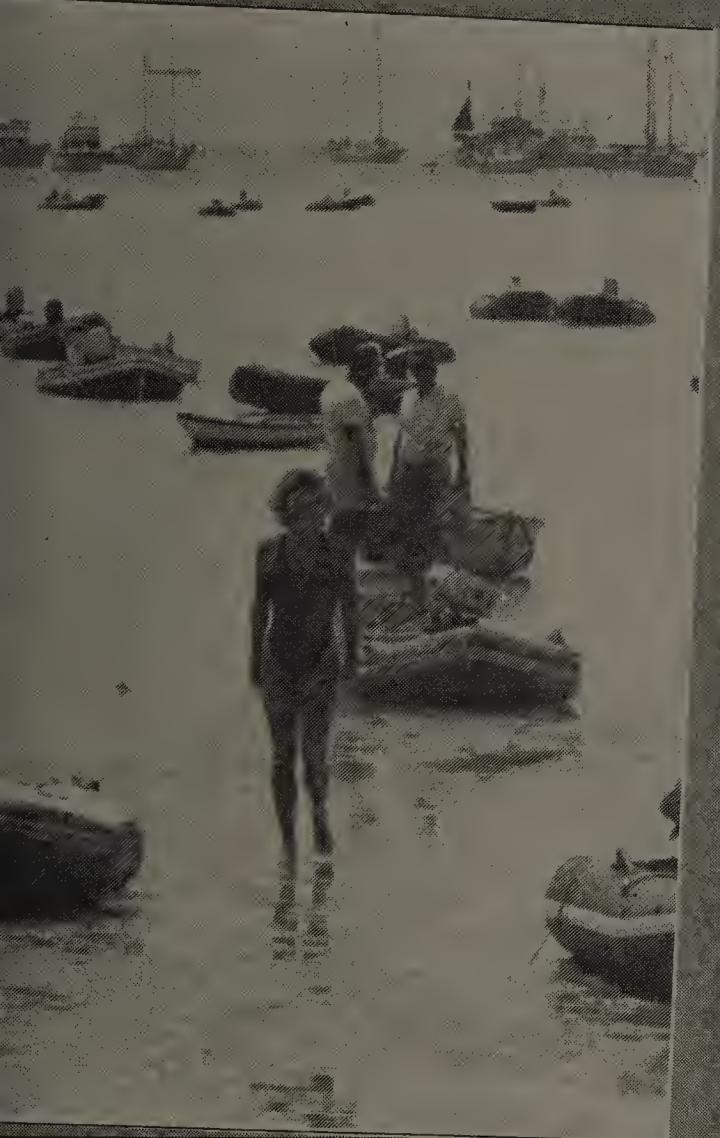
How many boats attended?

There never was an official count, but Don Perkins figures there was something in the neighborhood of 125 boats during the course of the week, about 50 of which were signed up to race. The smallest boat was about 20 feet; the largest was the 71-foot St. Elmo's Fire. Even a few powerboats showed

# VIEW FROM THE BEACH



The pros showed up for the beer-belly competition.



Jimi Murillo's 'Windsong' won Class C.



Sail Week was for the dogs...

up.

## What was the weather like?

The air temperature was a little cool the first couple of days; then it got plenty warm. The water was a little on the cool side.

The scheduling of Sail Week is always a tricky thing. The idea is to have it early enough in the year so that folks who are continuing on to the South Pacific or have their Mexican insurance up by the end of April can attend. Unfortunately, this interferes with the many folks who aren't in such a rush — those who've been basking in the

warmth of mainland Mexico, and have very little inclination to make the long beat to cooler water and weather. For the last two years a lot of cruisers have urged that Sail Week be pushed back to the last week in April; comments pro and con are encouraged.

## What was the racing like?

Pretty typical for the Sea of Cortez, which means one race with consistent wind and two races with fluky stuff. The long race up from La Paz to Caleta Partida was light. That didn't hurt boats like the Santa Cruz 50

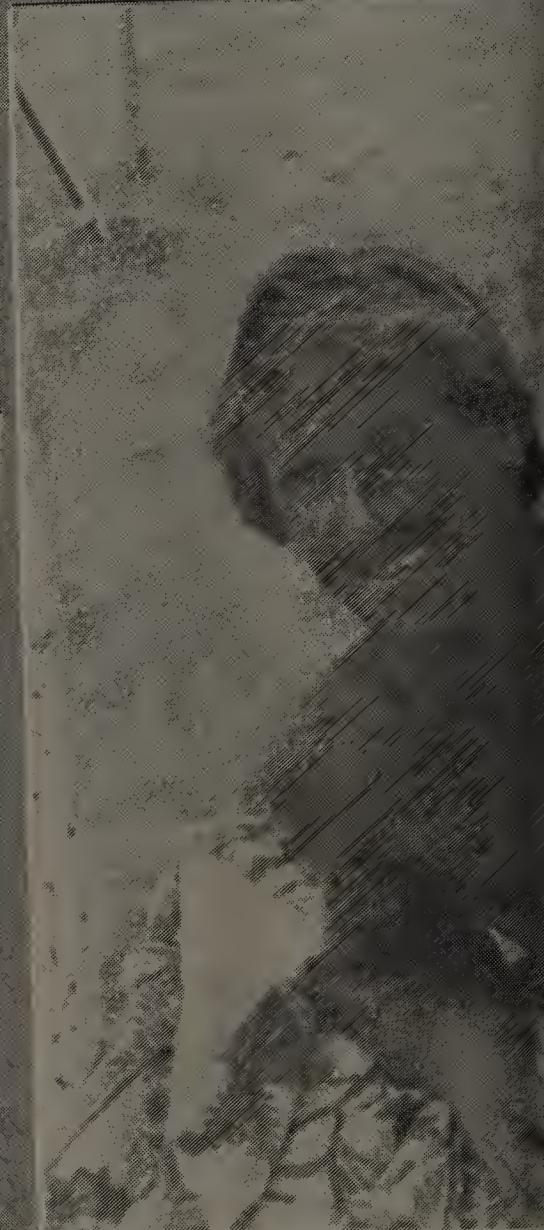
Palm Tree Express or Santa Cruz 40 Defiance, which revel in light air. But it was really tough on folks with the typical heavier, more traditional cruising boats, loaded down with all the normal cruising gear. Some determined cruisers stuck to it and didn't finish that first race until after midnight — which seemed crazy to us. There needs to be a provision to cut the races short with slight penalty when there is little or no wind — as has been done on past occasions.

We were incapacitated with our back problems by the second race, but heard that the wind was consistent and good.

# BAJA SAIL WEEK 1990:



'Classy' couple George and Shelley of 'Fore Play'



The third race was a fiasco that generated the only discouraging words of the entire Sail Week. In very light wind, three of the ultralight Division A boats and some of the B boats got off to a decent start, while others didn't get more than a few boat lengths from the starting line. After about two hours, the folks playing race committee got on the radio and in very ambiguous terms instructed some or all divisions to immediately turn around and head for the start/finish line. Obviously this was the height of absurdity, for the boats that had sailed three miles now had to try to beat the boats

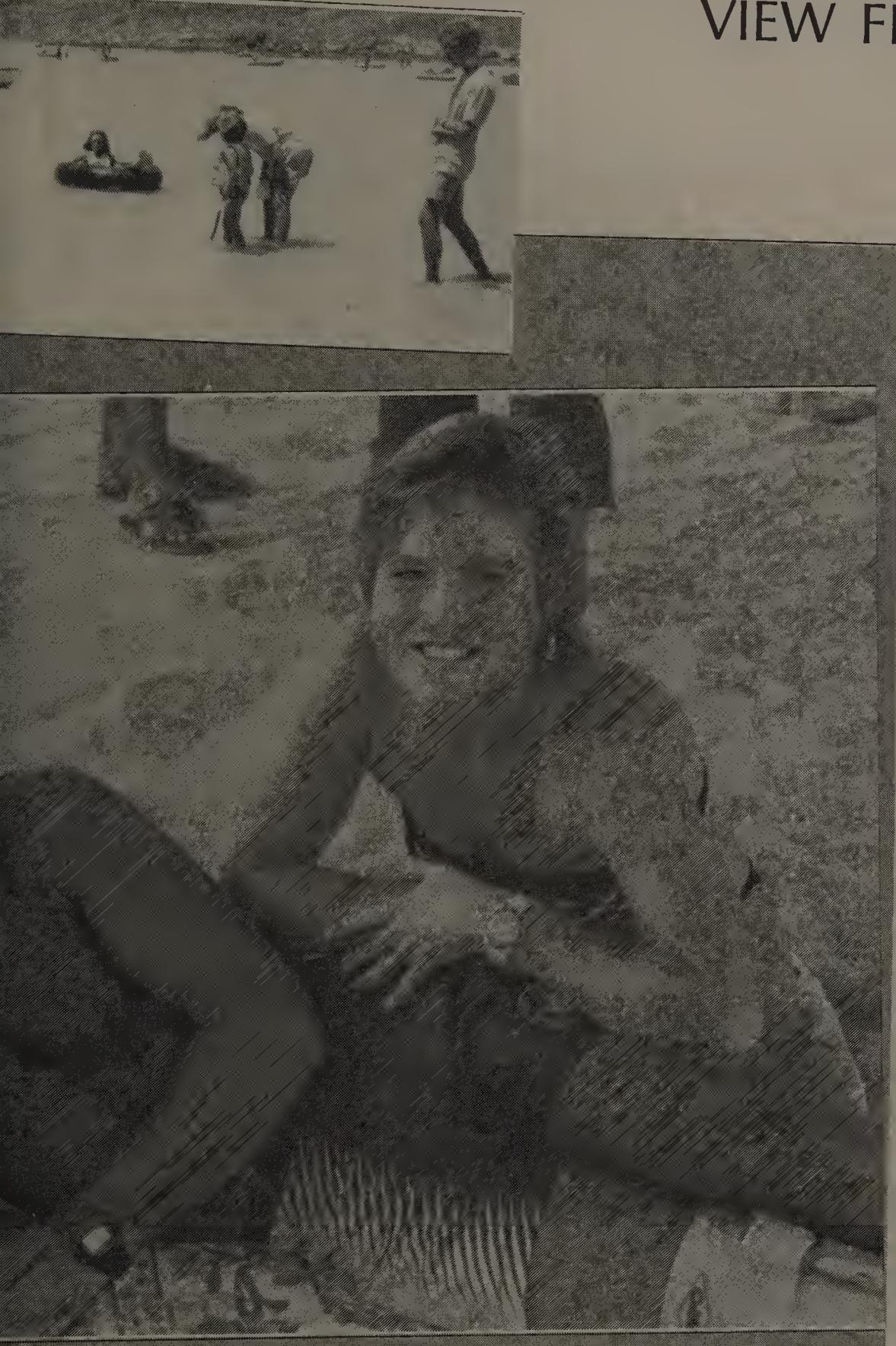
that had only gotten two boat lengths from the line. The better they'd done, the more they were penalized. Some folks were justifiably angry.

In all fairness, in previous years the boats in C and D divisions, the so-called beer can divisions, would race out as far as they could in 90 minutes, and then race back. Whoever crossed the finish line first was the winner, and everybody — for reasons more experienced racers couldn't fathom — was happy. But for folks who take their sailing seriously enough to stay out to midnight on the first race, the ridiculous

change in the rules was a slap in the face at their time and efforts. In some cases, it completely screwed up the results.

Perhaps the only guy who had fun on the last race was Mill Valley's Ralph Naines, normally aboard the overloaded Irwin 34 *The Trip*. Given our Olson 30 and a couple of crew for the final race, un-racy Ralph got himself in a nip and tuck battle with the ultralights *Palm Tree Express* and *Defiance*. *Palm Tree* dropped out with the berserk change in course announcement, but *Defiance* and the Olson, caught up in the heat of the battle, ignored the race

# VIEW FROM THE BEACH



committee and sailed the original course. Playing the tricky shore breeze and carrying the spinnaker through the narrow cut at Amberjack Alley, Ralph came from behind to cross the finish line first — only to be awarded 7th place. The only person to have attended all seven Sail Weeks, Ralph took it in stride. In fact, he swore it was the most fun he'd ever had at Baja Ha-ha.

*How important is the racing to Baja Ha-ha?*

Not very; especially if the wind is so inconsistent that boats begin to drop out of

races in whole groups. Sail Week is foremost a social gathering where the competitions are just a way of making new cruising friends and having fun with old ones. Horseshoes, backgammon, dominoes, volleyball, sand sculpture, boat mascots, blind-fold dinghy rowing, as well as all the other events — were competed for in a gentlemanly manner.

In fact, the only really spirited battle was in the spear fishing competition. Erotica's Terry Kennedy, formerly of Redwood City, has for years been the leading fish killer in Baja. But it seems every time a Sail Week rolls around, he takes an

apprentice out with him and the apprentice seems to come back with the biggest and/or most fish. Well, this year Terry and the wonderfully named Tom Sawyer from *Luna Dia* — who has become a daily diver in Baja — locked horns in the fish killing contest. Sawyer came in early with three good-sized grouper and later with a 65-pound grouper. From then on, Kennedy spent most of the week underwater in search of bigger prey. He reached the scales just minutes before the final deadline, but with a fish that was only 57-pounds. (Only 57 pounds!) Thus Sawyer, who did all his killing by free diving, took 'top fish' with his 65-pounder, as well as the grand total (over 200 pounds). In Sail Week tradition, the catch was shared with the fleet.

*In years past, Sail Week has had something of a racy reputation for wet T-shirt and bikini contests. How did it go this year?*

That reputation had always been greatly exaggerated, as those events last all of about 30 minutes of one day of Sail Week. But at the request of the Mexican government, the wet T-shirt contest, which occasionally led to cheating by flashing, has been dropped for the last two years.

Back in the early Sail Weeks, the bikini contests were a whole different thing. They'd have a men's bikini contest first featuring 30 or 40 guys of all different shapes and sizes. Everyone would laugh and clap and horse around, pretty much taking the sex out of all the nonsense. Then they'd have a bikini contest for women over 40; a whole bunch of them would trot around and the whole crowd would give them all a big hand — the women loved it! By the time they had the under 40 lady's bikini competition, it was all just a big lark.

There was a bikini contest this year, but it missed the whole point of what all the good ones in the past had been — because it was the very first event of the very first beach day. Nobody knew anybody. The girls had to be wondering was this Sex Week or Sail Week? The only fun moment was when contestant Lynn Sudbury of Scout was asked to say a little something about herself. "I love M&Ms," replied the lawyer turned spiritualist/astrologer to the delight of everyone.

It wasn't until the women's bikini events were over that it got fun. A little teed off, the women grabbed men out of the crowd and dragged them to the lineup for view. Some noted flesh-loving men were almost offended by this turnabout. Shouted one: "I don't do this s--! I don't want to be ogled for my body; I want to be loved for my mind." The women couldn't hear him.

Easily the most fun of the 'body' competitions was the Best Beer Belly. The

# BAJA SAIL WEEK 1990:

senior guys really strutted their stomachs; some guzzled one or two beers at a time; some had their bellies polished — and one announced proudly, "This is what you get for quitting smoking." Top honors went to Louie off the San Diego-based *Bandit*. Louie! That's the great thing about Sail Week — we hadn't seen Louie since he pulled into Cabo San Lucas in 1981 with a motorcycle hanging from his dinghy davits!

## *Were there many kids this year?*

There were 17 kids under 16 years of age, which was a little below the norm. They had flipper races, kite-flying inner tube races, Muscle/Mermaid contests, treasure hunts and other activities. Helping the kids have fun always seems to be one of the favorite adult activities during Sail Week, as many folks are reminded of children and grandchildren back in the States.

## *Any nightlife this year?*

Very little, actually. The tone for the week was established early by the banjo and guitar playing of Barney Munger and Mary Meyer of *Gypsy*. Other musicians soon came out of the woodwork and everyone was so good, it almost turned into a Mitch Miller kind of sing-a-long week. It sounds dopey reading about it in a magazine, but it was a lot of fun.

For whatever reason, this year's group didn't have the 'let's get out the boom box and boogie under the stars' energy. But that's how Sail Week ought to be, conforming to the desires of the folks who make it up. It was a fun and pleasant week — which came as something of a shock to those who'd been led to believe it was all wild and crazy zaniness.

## *What was the best part of Sail Week?*

Like always, it was all the different people. Folks like Jacques, Myriam and 13-year-old Joktan, who last July came close to losing their ferro-cement *Oceanus II* to the "sands of time" when their anchor broke loose during a chubasco 100 miles to the north of La Paz.

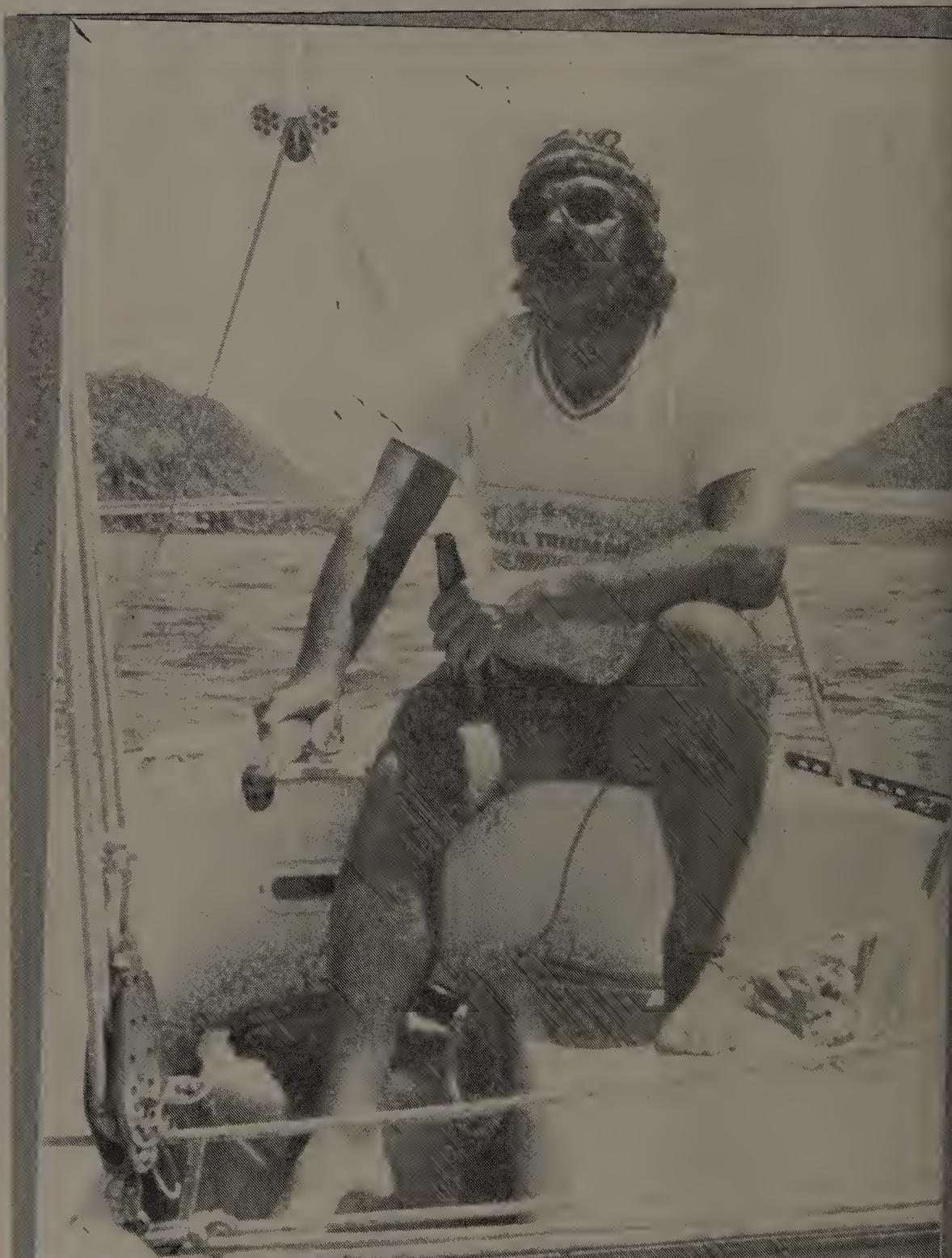
Or Mike Riley, who left Sail Week in 1986 to sail around the world in his Columbia 24 *Tola*. He returned this year with a lovely wife, whom he met in the South Pacific, and their new son.

Or Dick Southworth and Teri Enger, whose anchor locker and space beneath the genoa track on *Genesis* was home to Pedro 'the six-inch-and-Bimbo-bread-loving' Rat at Las Hadas for a week.

There's there's Shelley Brown of Seattle and George Nistle of the Peninsula. They're cruising aboard *Fore Play* after falling in love through a January 1989 *Classy Classified*.

The "boat-building not book-writing"

ALL PHOTOS LATITUDE/COAST CRUISER & SARAH WRIGHT



Ralph of 'The Trip', a veteran of all seven Sail Weeks.

Pardys of Canada, who gave up 14 years of 30° below winters and a two hundred year tradition of New Newfoundland family boat-building to cruise with their three sons aboard their 39-footer. (And who still remember the fine hospitality they received at the Encinal YC in Alameda, as well as from all the folks at Potato and Disappointment Slough last summer).

Former Berkeley resident Wallace Burr, now Vice Commodore of the Cruising Club of La Paz, who has had his 41-year old steel ketch *Dawntreader* in Baja for four years but "hasn't spent enough time sailing".

Gale Cole of Ventura, who after a La Paz split up with her husband, kept the boat and commutes from work in the States.

Jay and Sue Maxwell of Seattle, who

# VIEW FROM THE BEACH



'Little O' — the world's first ultralight intensive-care sailboat.

## SAIL WEEK RACE RESULTS

### CLASS A

1. Palm Tree Express
2. Defiance

### CLASS C

1. Windsong
2. Golden Dolphin

### CLASS E

1. Sea Otter
2. Kestrel

### CLASS B

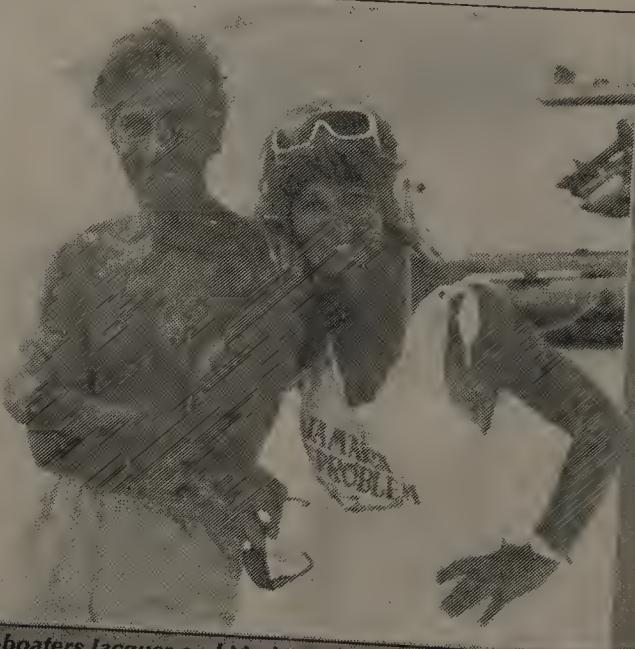
1. Moko Jumbi
2. Keramos

### CLASS D

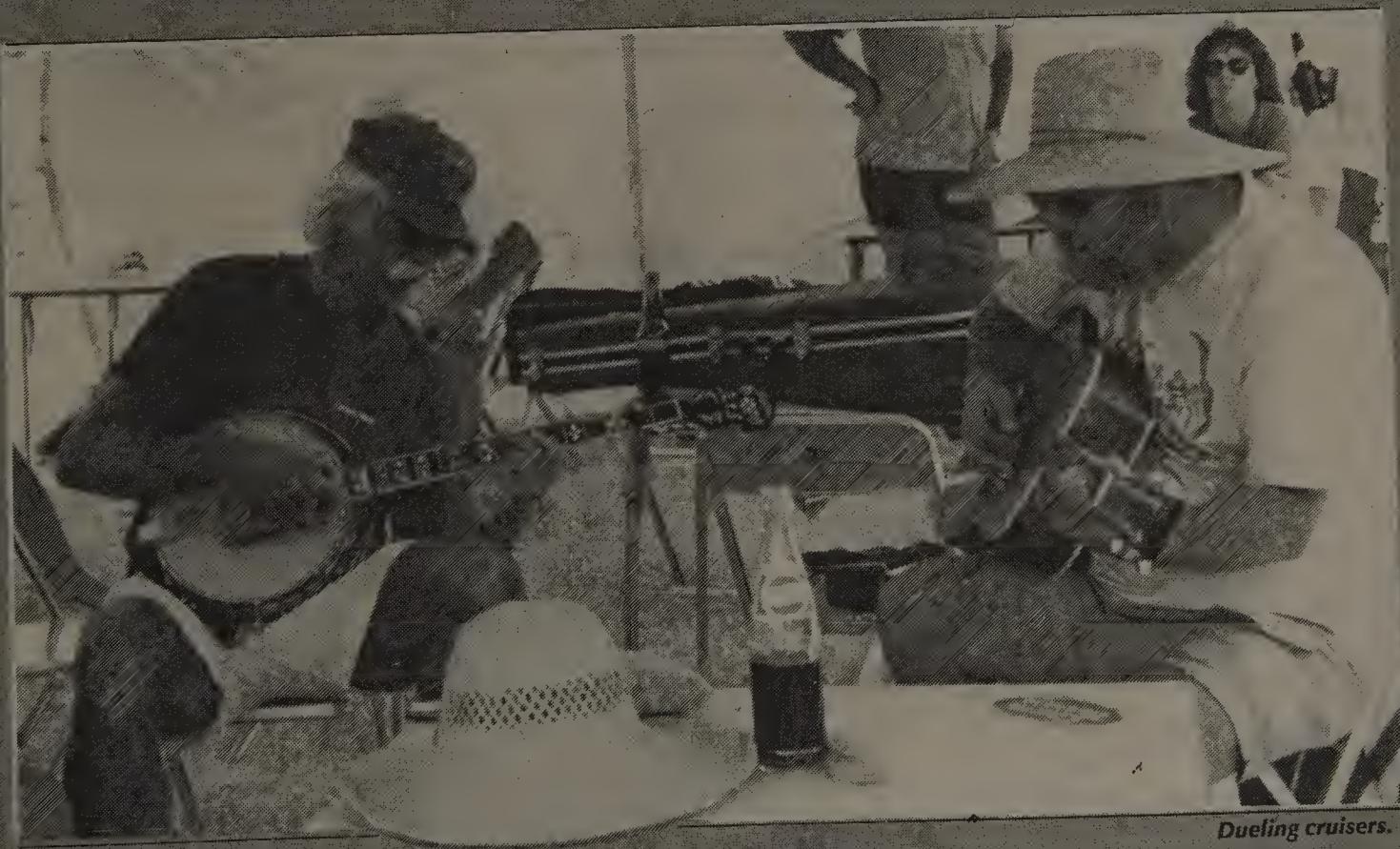
1. DX
2. Cinnamon

### WAY OUT WINNER:

Defiance



Ferro-boaters Jacques and Myriam of 'Oceanus II'.



Dueling cruisers.

while absent were nominated Commodore and Vice Commodore of the 500-member Puget Sound Cruising Club.

Michel and Poirier and Linda Dyer of Canada, who launched their Columbia 26 *Islay* way up in San Felipe and had a "Canadian cold" sail down the Gulf.

Tom and Wendy Sawyer, who have really dropped out from their fast paced

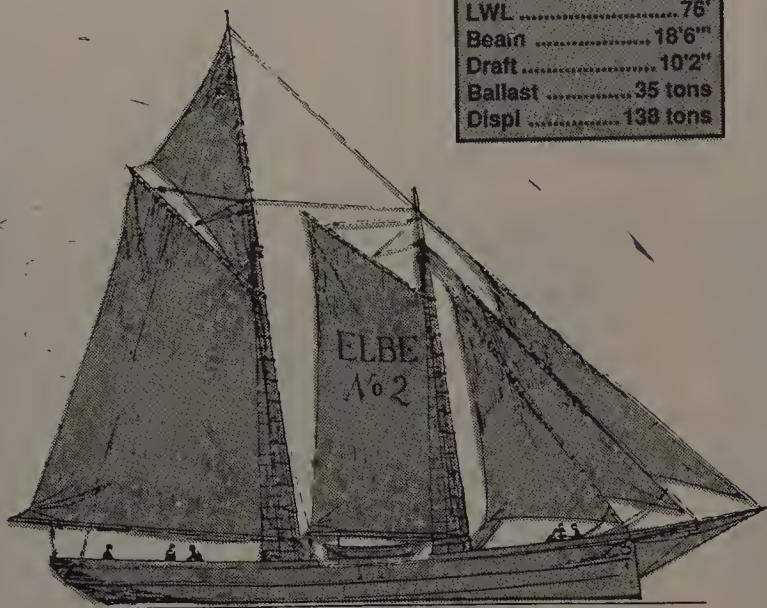
Motorola jobs in Orange County to spend 25 days a month out at the islands north of La Paz.

Jimi Murillo and all the helpful hands who helped trailer launch — and retrieve — Little O at the Marina Palmira...

Arrrrrrghhhh!  
Ooh! Ooohhh! Oooooohh!

Cruiser? Yo, Cruiser, you feeling okay? Oops, sorry. Didn't mean to scare you, but just the thought of doing something as strenuous as launching a boat makes my back twinge. But you know, as bad as I felt, I still enjoyed Sail Week. In fact, I can't think of a nicer place to cripple myself...

— latitude 38



## WANDER BIRD

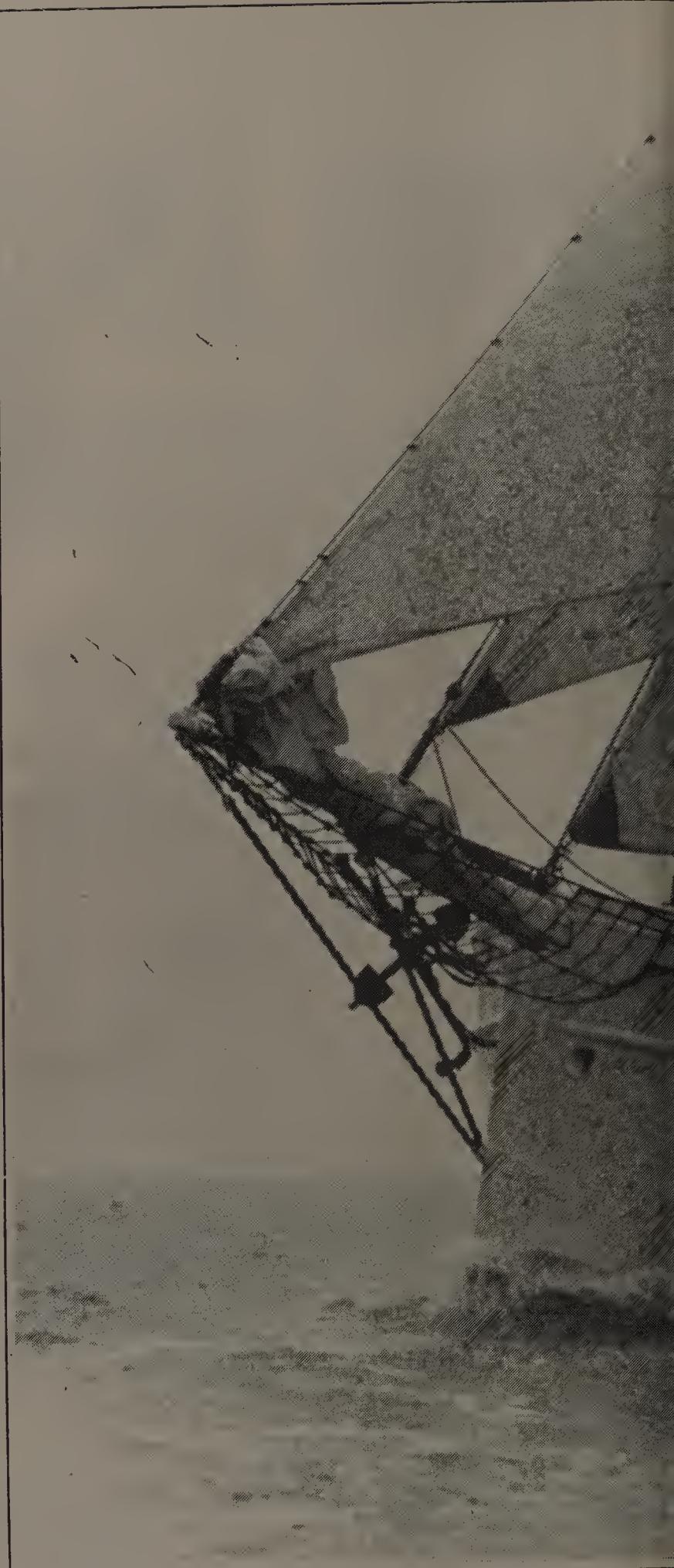
**F**or reasons that escape us, we've never done a Boat of the Month report on the 85-foot pilot schooner *Wander Bird* until now. Maybe that's because the task of chronicling her 107-year-old history was too imposing — her saga could literally fill a book. In fact, it has: *Fifty South to Fifty South*, published in 1942 by former owner Warwick Tompkins, Sr., is a lively account of the *Bird*'s first and second lives. Her third and present incarnation — involving a remarkable private restoration by current owners Harold and Anna Sommers — has also been extensively recorded. In our opinion, local historian Brooks Townes' *The Indomitable Wander Bird* (published in *Nautical Quarterly*, Issue #17, Spring 1982) is the definitive work on *Wander Bird*'s resurrection and "modern" existence.

Unfortunately, both Tompkins' book and Townes' lengthy article are hard to come by these days (they're scarcer than affordable housing in Sausalito, the *Bird*'s homeport). Accordingly, for the benefit of readers unable or disinclined to track down these two tomes, we offer the following capsule summary — "Cliffs Notes", if you will — of the graceful *Bird*'s long and illustrious career.

**1879** — The schooner *Elbe 5*, as *Wander Bird* was originally known, is designed by Gustav Junge. She is commissioned by the German government as a pilot vessel to serve at the gale-strewn mouth of the Elbe River. In order to perform her task of delivering pilots to incoming shipping traffic, *Elbe 5* had to go upwind well (speed was of the essence, as competition to reach "fares" first was intense); she had to be rugged enough to take year-round punishment in the North Sea; and at the same time, she had to be comfortable enough for a five-man crew and as many as 18 pilots to sit on station for weeks at a time.

**1881** — The keel for No. 5, as she was known, is laid and building begins at the H.C. Stulcken Shipyard in Hamburg, Germany. Her hull is shaped out of massive dark German oak frames covered by three-inch planks of the same material, all joined with copper clinch fasteners and treenails. She is built to last: "ship's felt", a tarpaper-like substance which keeps rot from jumping from one timber to another, was placed between all the joints, and the hull was copper-sheathed below the waterline.

**August 9, 1883** — With minimal fanfare, No. 5 is launched. Her total cost is \$40,000. Within a week, the engineless vessel sails down to her post at the mouth of the Elbe, where she was to serve faithfully for the following 41 years.



**1924** — Finally retired in favor of steam vessels, No. 5 endures several owners, a brief stint as a floating youth hostel and other indignities.

**1928** — Author/adventurer Warwick Tompkins discovers the boat in a Hamburg scrapyard "lying gray, dirty, and naked, her spirit visibly drooping." He'd been searching for such a pilot boat — "They are virtually super-yachts, born of centuries of trial and error, fruit of



immeasurable sea experience, unquestionably the ablest craft afloat." — and, despite No. 5's "hideous" condition, buys her for \$1,500.

**1929** — Thanks to Tompkins' energy and many friends, *Wander Bird* — as she is rechristened — is brought back to life. "Three hundred men and boys and half-a-dozen adventurous women supplied the cash and muscle," wrote Tompkins. \$15,000 and untold hours of work later, *Wander Bird* embarks on her second career as

a world cruiser and family home. To make ends meet, Tompkins turns the *Bird* into an youth training vessel, taking on youngsters such as Irving Johnson (who would later run a similar program on his famous *Yankees*), Sterling Hayden and J.P. Morgan.

**1935** — The *Bird* flies across the Atlantic in 16 days and 21 hours, believed to be the fastest passage to date by a boat under 100 feet. During this North Atlantic crossing — one of 13 she made — the



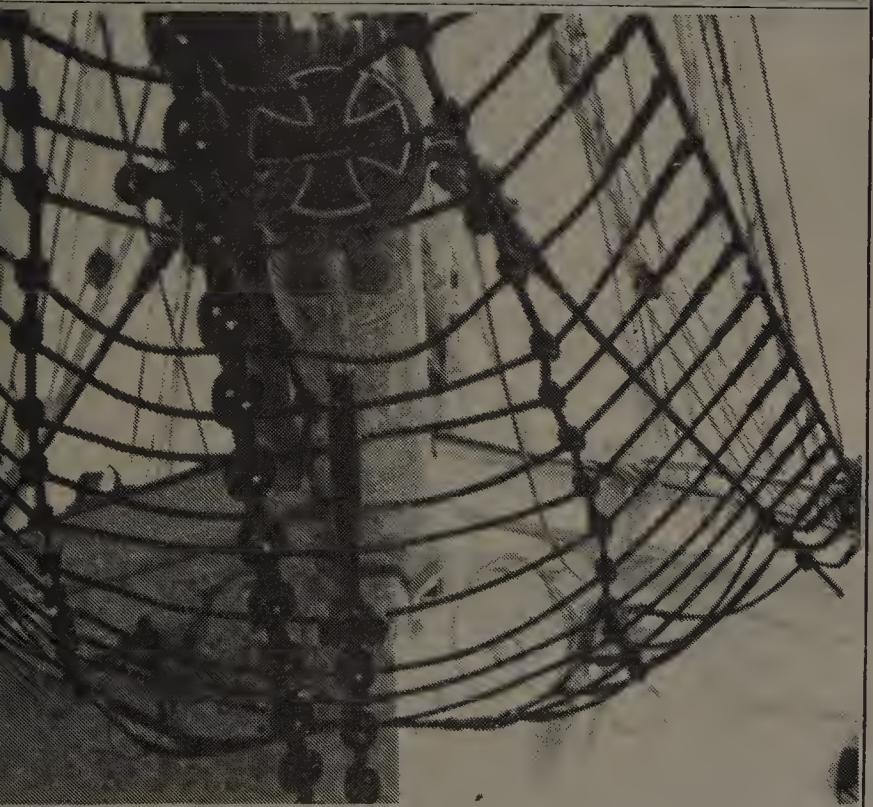
boat logs a 246-mile day, her best ever noon-to-noon run.

**1936** — After plying the Atlantic for six years, Tompkins points *Wander Bird* west. Their upwind trip around Cape Horn is immortalized both in Tompkins' book and his movie, also entitled *Fifty South to Fifty South*. The 1,000 mile passage that constitutes a rounding of the Horn (from 50° South back to 50° South) takes 28 days, as *Wander Bird* endures a series of storms and calms. The video

(available at The Armchair Sailor in Sausalito and elsewhere) shows rare footage of monster waves, as well as humorous — at least to those of us who know him — shots of then-four year old Warwick "Commodore" Tompkins, Jr. standing some of his earliest watches. "It was a happy childhood," recalls Commodore who, with his older sister, was raised on the *Wander Bird*.

**February 20, 1937** — The *Bird* enters San Francisco Bay for

# WANDER BIRD



the first time after an eight month passage from Gloucester (via Europe, Brazil and the Horn).

**1941** — On her last sail to Tahiti, *Wander Bird* rides out a hellacious hurricane without problems, another testimony to the boat's rugged construction. Later that year, due to financial and marital problems, Tompkins brings *Wander Bird* home to Sausalito for good. While Warwick, Sr. moves off, ex-wife Gwen continues to

live aboard. Over the next two decades, *Wander Bird* becomes a shadow of her former self: her masts are chopped off, a house-like structure is built on her stern and she takes a horrible beating serving as the breakwater at Pier 3 in Madden's Harbor.

**1960** — *Wander Bird* is sold. A succession of owners commit, according to Tompkins, Sr., "obscenity after obscenity" to the once-proud boat. During the '60s, she is home to everything from lawyers to pop stars The Kingston Trio. Maintenance, if it can be called that, consists of nailing tarpaper sheets and plywood over places where the deck leaks.

**1969** — "Drooping in spirit" once more, *Wander Bird* gets lucky for the second time as she is purchased "for a song" by Harold and Anna Sommers. Originally, Harold — a tug boat captain and talented woodworker (previously, he owned and restored the 32-foot gaffer *Freda* over a 28-year period) — buys the *Bird* just as a place to live, but one thing leads to another. The amazing restoration — one of the largest ever attempted in the United States without government grants or museum sponsorship — begins.

Dozens of volunteers — among them shipwrights Billy Martinelli and Kit (son of Spike) Africa; master rigger John Linderman; and Harold's sons Ross and Webb — deserve credit for helping the Sommers put the schooner back together. The boat becomes a bunkhouse for the young work crew, many of whom stay around for months at a time in return for only room and board — and a chance to be close to the *Wander Bird*'s mystique.

**1977** — Pete Sutter donates sails at cost; actor Sterling Hayden donates a 44-inch Gloucester iron steering wheel; new masts appear courtesy of author Ernest Gann and others; rockstar David Crosby donates the standing rigging; Penny Gerbode, among other friends, donates money ("I don't know how many shipyards she's bailed me out of," says Harold); the list goes on and on.

**June, 1981** — *Wander Bird* sails for the first time in 40 years! Three separate voyages are needed to take out *Wander Bird*'s many friends. "The old boat lived up to expectations," Sommers tells *The San Francisco Chronicle*. "She handles like a sports car."

**1983** — To celebrate *Wander Bird*'s 100th birthday, a smallish GM 471 diesel is installed. Rather than bastardize the *Bird*'s warm antique interior (3 staterooms, 2 heads, a galley and the main salon lined with 16 bunks), the engine is stuffed into the lazarette. A V-drive connects it to the 36-inch propeller, which is offset to the port side.

**1983-4** — The *Bird* sails to a draw against the visiting 90-ft clipper *Pride of Baltimore* in an informal race to the Lightship. A rematch is sailed the following year, with similar results (*Wander Bird* proved faster upwind; the now departed *Pride* was faster downwind).

**1985** — The Sommers take *Wander Bird* on a five week trip to the Channel Islands. Friends and family join them along the way; seldom were less than 20 people on board.

**May 26, 1990** — *Wander Bird*, with a crew of about 40, will enter her second Master Mariners Race, this year going up against the *Californian*, *Fair Sarae*, *Jacqueline* and *Rendezvous*. This will be the first Master Mariners meeting of the *Bird* and the *Californian*; the long awaited showdown will almost certainly be the centerpiece of the day's racing. "If it's windy like last year, we've got a good chance at winning. If it's light, the *Californian* will have the advantage," figures Martinelli.

Win or lose, the fact that *Wander Bird* is alive at all — let alone out bashing around the Master Mariners course — is a real tribute to her original builders; the Tompkins family; and, more recently, Harold and Anna Sommers and their many friends. To look at her, it's evident that, in addition to being the oldest and most historic private pleasure yacht on the Bay, *Wander Bird* is also one of the most loved. May she wander on forever.

— latitude/rkm

# SINGLEHANDED

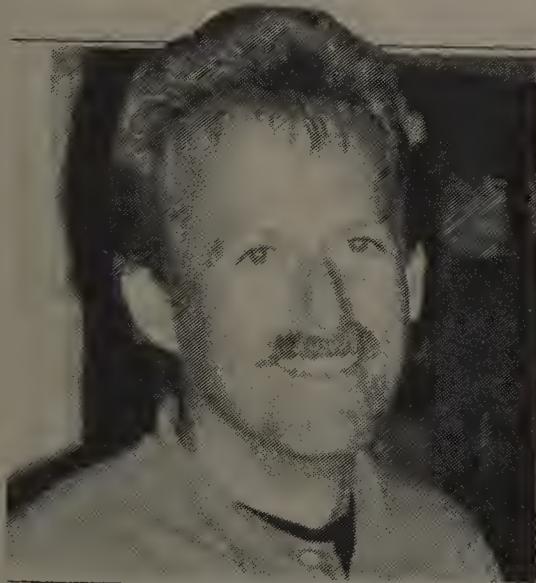
**T**hird time was indeed a charm for George Kiskaddon in this year's Singlehanded Farallones Race. Despite pressure from the "Farallones fraternity" — a wil' group of shorthanders that assemble every year in spite of rain, shine, gale or calm, for their ritualistic assault on the rockpile — George sailed his Wylie 34 *Echo* to first corrected in Division II and first overall in only the second Farallones race he has ever completed. (Gear problems forced him to retire from the '88 race.)

Curiously, he credits the coup to his rookie status. "I decided around the Lightbucket that too much 'local knowledge' for this race might actually be a handicap in the conditions we had," he says.

In normal summer conditions, where the northwesterlies fill in about mid-morning, it's advantageous for Farallones-bound boats to sail well north of rhumline to get the incoming breeze that much sooner. Thing is, the Singlehanded Farallones hasn't been sailed in normal summer conditions for quite awhile. This year, like last, the northerly pulled a no-show and the race ended up being sailed in shifty light-to-moderate breezes. Boats that sailed the traditional north-favored course put in many unnecessary extra miles.



# FARALLONES

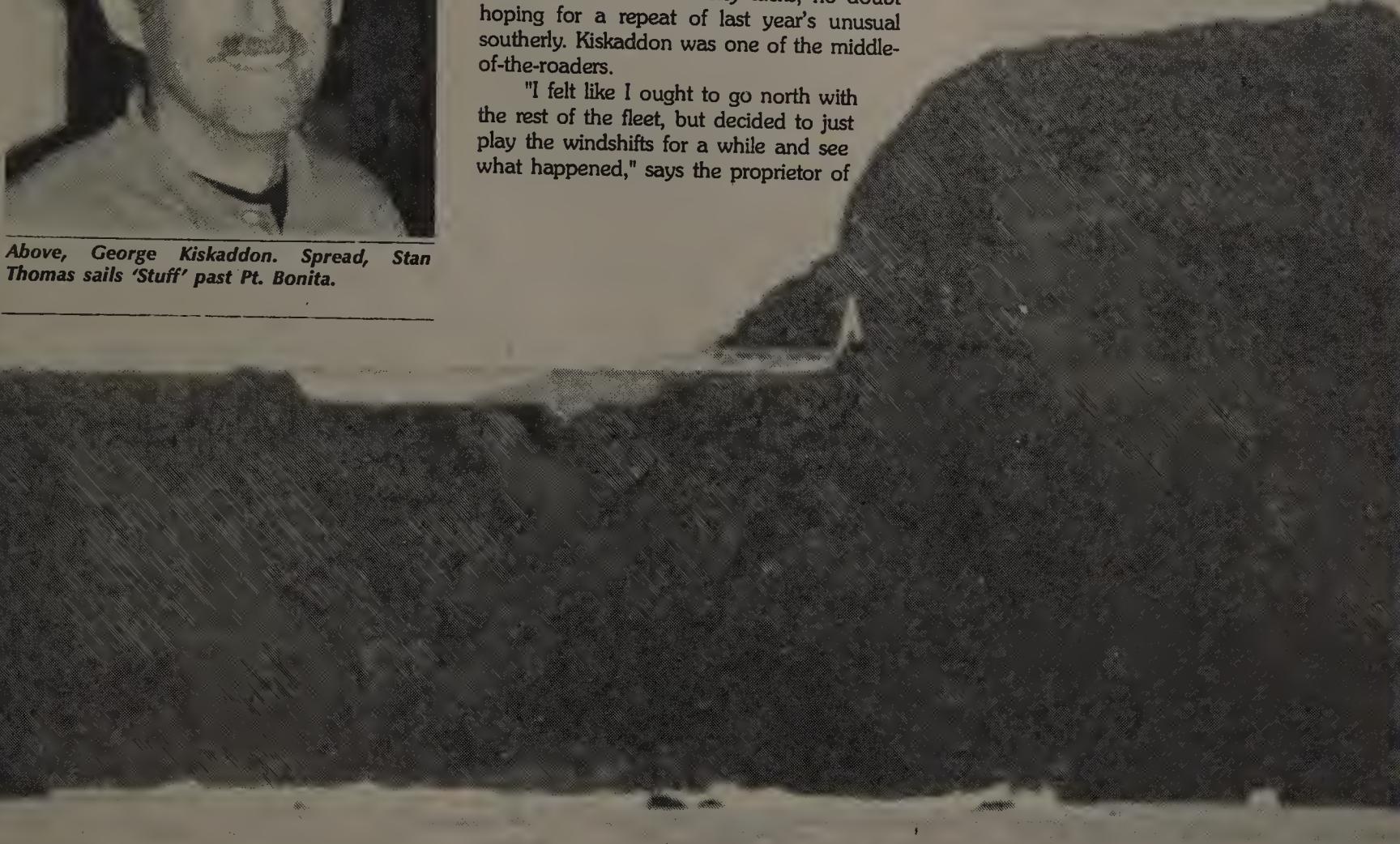


Above, George Kiskaddon. Spread, Stan Thomas sails 'Stuff' past Pt. Bonita.

That ended up being about half of the 64 starters in the March 31 classic. Most of the winners sailed close to rhumline. Only a few boats took southerly tacks, no doubt hoping for a repeat of last year's unusual southerly. Kiskaddon was one of the middle-of-the-roaders.

"I felt like I ought to go north with the rest of the fleet, but decided to just play the windshifts for a while and see what happened," says the proprietor of

Builder's Booksource, a specialized bookstore in Berkeley. By the time *Echo* got to the Lightbucket, George accurately predicted the big shift wasn't going to happen, so he continued to sail the shifts — which sometimes varied up to 15 degrees — to his advantage. In the more intense periods, he



## SINGLEHANDED FARALLONES RESULTS

### DIVISION I (Multihull) — 3 starters/ 2 finishers

1. <i>Sundowner</i>	Buccaneer 33 (tri)	Joe Therriault
2. <i>Otra Vez</i>	Piver 32 (tri)	Dave Custodio

### DIVISION ULDB — 15 starters/ 14 finishers

1. <i>Chief</i>	Santa Cruz 27	Dwight Odom
2. <i>White Knuckles</i>	Olson 30	Dan Benjamin
3. <i>McDuck</i>	Olson 29	Peter MacLaird
4. <i>Kingfish</i>	Santa Cruz 40	John Kerslake
5. <i>Foamy</i>	Moore 24	Ken Walters

### DIVISION II (PHRF 126 and under) — 9 starters/ 8 finishers

1. <i>Echo</i>	Wylie 34	George Kiskaddon
2. <i>Rolling Stone</i>	Burns 35	Robby Robinson
3. <i>Interabang</i>	Beneteau 46	Jeff Winkelhake
4. <i>Nidaros II</i>	Santana 30/30	Bjarne Junge

### DIVISION III (PHRF 127 to 168) — 17 starters/ 16 finishers

1. <i>Alert</i>	Wylie 36	Mike Lingsch
2. <i>Syrinx</i>	Niagara 31	Mike Malone
3. <i>Sorcerer</i>	C&C Half-Ton	Greg Cody
4. <i>Rude Dog</i>	Olson 911S	Rodney Kidd
5. <i>Green Green</i>	Merit 25	John Davis

### DIVISION IV (PHRF 169 and over) — 18 starters/ 16 finishers

1. <i>Impossible</i>	Ranger 23	Gary Kneeland
2. <i>Rampage</i>	Cal 2-30	Bob Sleeth
3. <i>Emerald</i>	Yankee 30	Peter Jones
4. <i>Chelonia</i>	Yankee 30	Ed Ruszel
5. <i>Zoel</i>	Cascade 29	David Caissie

(boldface names indicate trophy winners)

# SINGLEHANDED

was tacking every 15 minutes or so — quite a workout for a relatively light, flat-water day.

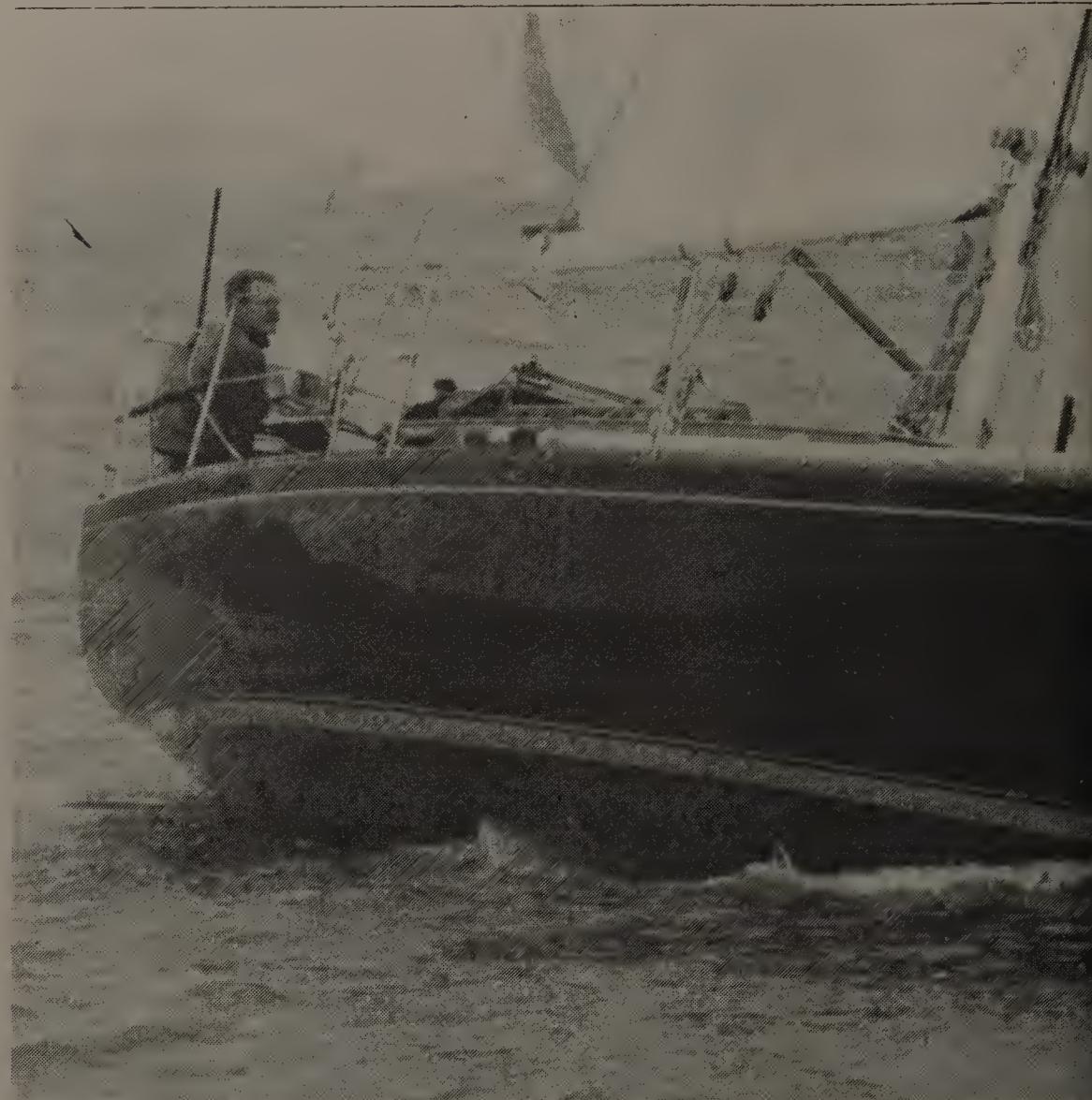
Overall, George says he sailed a conservative race, footing off to keep up boatspeed; giving Southeast Farallon Island a wide berth to avoid the windshadow — he even put off setting the chute for five to ten minutes to look for representatives of any of the myriad types of birds and animals that call the Farallones home. Though several racers reported seeing or hearing whales, Kiskaddon came up emptyhanded in the sightings department. "I didn't see a darn thing," he says.

Echo beam-reached home under her 3/4-ounce spinnaker, finishing a little after 8:30 p.m. Though he'd rounded the island with his division's big boat, Jeff Winklehake's Beneteau 46 *Interabang*, and therefore thought he was doing okay, Kiskaddon was surprised to learn from the race committee that he was in contention for the top spot.

**E**nough though most serious competitors wished for a little more wind (and everybody wished the sun would break through the clouds — it never did), one of the nice things about sailboat races is that, no matter what the conditions short of dead calm, somebody benefits.

"This year, the race was made for little boats," says Gary Kneeland, who sailed his Ranger 23 *Impossible* to a Division IV win, and second overall, over competitors like perennial Faralloner Peter Jones (on the Yankee 30 *Emerald*) and last year's overall winner, Bob Sleeth, who sailed his Cal 2-30 *Rampage* to a second in Division and fourth-overall standing this time around.

The reason was the wind. There wasn't enough for the ultralights to break free and



Mike Lingsch and 'Alert.'

This year, the breeze was so light that the lead boats — the big boats — missed the afternoon flood and ran smack into the early evening ebb. As though that didn't slow them down enough, most of the rest of the fleet that caught up or followed sailed under the Gate in either slack water or the start of

strayed more than a mile from rhumbline. "But on a big boat — I was up where I could see Bob Cranmer-Brown (on *Etosha*, a 60-ft Alan Andrews design) for a while, and by the time he'd get that big boat around and buttoned down on one tack, he was in the middle of another shift."

Of course, neither Kneeland or Kiskaddon were without their own problems. As he did last year, Kiskaddon got screwed up at the start and was almost a minute late. Kneeland, who's active in both singlehanded and one-design competition, had his comeuppance when he set the spinnaker for the run back in. "In the 10 years I've owned the boat (*Impossible* has long been a stalwart of the Ranger 23 one design class), we've set the spinnaker at least 500 times and not once has the sheet ever popped open — until this time." Since his self steering consists of "bungee-helm", he and the boat did a good bit of rocking and rolling before he straightened the problem out.

**N**ewest of the new blood — this was



(l to r) Gary Kneeland, Joe Therriault and Dwight Odom.

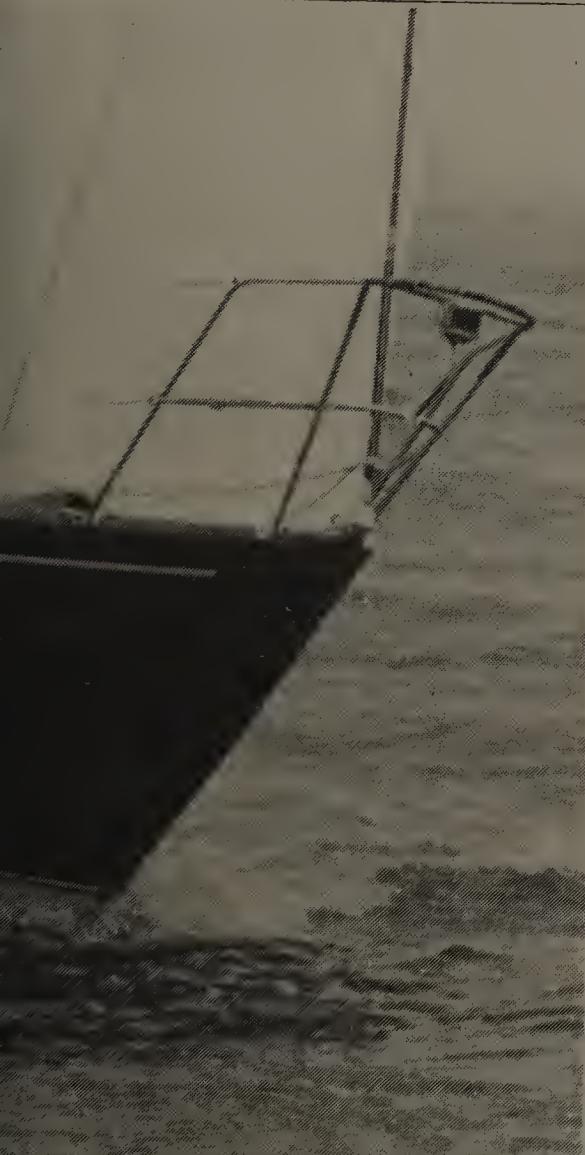
surf, which removed their threat from the overall standings. The big boats, while normally able to waterline their way to big leads even in light air, were stymied by the tide. Farallones racers always start on an ebb and, in a breezy race, return on a flood.

the next flood.

Finally, the little boats were able to take much better advantage of the conditions.

"It's easy to play windshifts on a boat like mine, because you can tack right on them," says Gary, who notes he never

# FARALLONES



LATITUDE/ROB

his first ever Singlehanded Farallones — was Division I (ULDB) winner Dwight Odom sailing the Santa Cruz 27 *Chief*. And like the others, he attributes his winning performance to everything but the conventional thinking for this race.

"I'm a lake sailor," says Odom, an Auburn obstetrician. "But this drought has pulled the plug on Folsom Lake, so for the last few years, I've been singlehanding on Tahoe and around the Bay."

When he saw that some boats were flying number 2s in the light-wind start, he put up his new number 1. "I decided to really go for it," says Dwight — "and just hope it wasn't going to be a snorter."

Half-expecting to sail in survival conditions as some of these races have been in years past, Dwight was pleasantly surprised to find himself sailing the ocean just like he sails the lakes — chasing windshifts all the way out to the "mark." Despite being becalmed in the island's windshadow for a while, which allowed a few competitors to catch up, *Chief* opened up another comfortable lead on the close reach back, finishing in a group of four or five boats around 9:30.

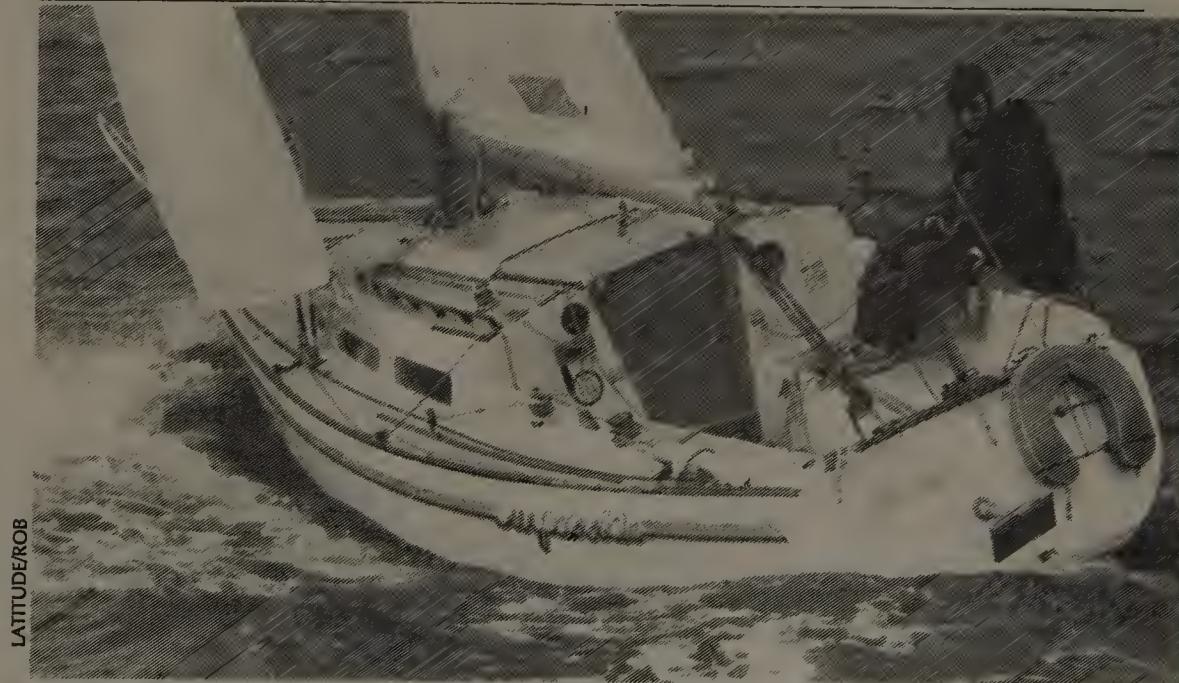
**D**on't get the impression that the awards all went to newcomers, though. Although nobody we know of has done every Singlehanded Farallones since the first one in 1977, quite a few competitors have done all but one or two. Like John "Robby" Robinson sailing his Burns 35 *Rolling Stone* to a second in Division II and third overall. Robby, one of the original "dirty dozen and a half" who sailed the first race in 1977, was also this year's race chairman.

Joe Therriault was back, too, this year taking a somewhat hollow first in the multihull division over only one other finisher. Rounding out the high-placing veterans not already mentioned was Mike Lingsch, who's done all but one of these races.

Of course, just because your gun handle is full of notches doesn't mean you don't shoot yourself in the foot sometimes.

"The first thing that happened was the autopilot died," says Mike, whose Wylie 36 *Alert* is also his liveaboard home. "That meant that I had to do everything by the 'run back and forth' method." Like Gary Kneeland, Lingsch — a sought-after big boat sailor — has probably done thousands of spinnakers sets, but this day, *Alert*'s halyard

*Gary Kneeland's 'Impossible' was the lone Ranger in this year's race.*



LATITUDE/ROB

unhooked itself and slid up the mast.

Not all the way up, but high enough above the first set of spreaders that it would take a good climb to get it back.

"Up til then I'd been doing really well," says Mike with an "oh, well" kind of tone. At

the time, he was sailing in company with an Olson 30 — whose skipper was in a ringside seat for the Keystone Cops routine about to happen.

"The first time I shinned up the mast, the halyard got caught on something and wouldn't come down. The boat was flopping around, so I went back down, got everything under control and went back up again. This time, just as I got hold of the halyard, the boat did this big broach right toward the guy in the Olson 30. We were close enough to each other that I could see his face. I swear his eyes were so big it looked like he was wearing a scuba mask!"

## T

**T**he final oddity about this year's race is that all boats finished by 1:30 a.m. — a "fast finish" in an otherwise slow race.

On behalf of SSS and the Singlehanded Farallones race committee, Robby Robinson once again extended a special thanks to the Golden Gate YC for their hospitality. (The Singlehanded Farallones starts and finishes off their race deck.) "They always go an extra mile for us," he says, noting that the GGYC club members required (by their club rules) to be present on the race deck during the race "often end up taking an interested and active part in the committee work. They're really great."

There is some concern that, because of insurance concerns, this benevolent relationship might not last too much longer. That would be a shame, as the Singlehanded Farallones — despite years of hellish weather

— has a perfect safety record.

Whatever happens, whatever the weather, and wherever they have to start and finish, the Singlehanders will be back next spring to do it all again.

— latitude/jr

# THE BOYS

**A**s Moms Mabley once said, "You just wake up one morning, and you got it!" Old age, that is. Most of us dread it, most of us fight it, and all of us — providing there are no sudden terminations of the process — "get" it.

If your personal odometer is beginning to look like the national debt, don't despair. Take a cue from some of the great role models sailing around the Bay these days, true "master mariners" still actively campaigning long past retirement age. Little about them indicates that their productive years have passed. Indeed, while the "young guns" featured on these pages last summer have the "firepower" to achieve greatness, the "old guns" you're about to meet still have a few rounds in the chambers, too.

Several have won major championships in the past couple of years. Others are still actively racing as well as administrating the sport of yachting. All have an outlook on life

that growing old means getting more chances to head out onto the Bay, not less.

Oh, sure, some of them groan a bit

group is not exhaustive. It's our best shot, given the constraints of time, to profile some of the elder statesmen of local racing. We

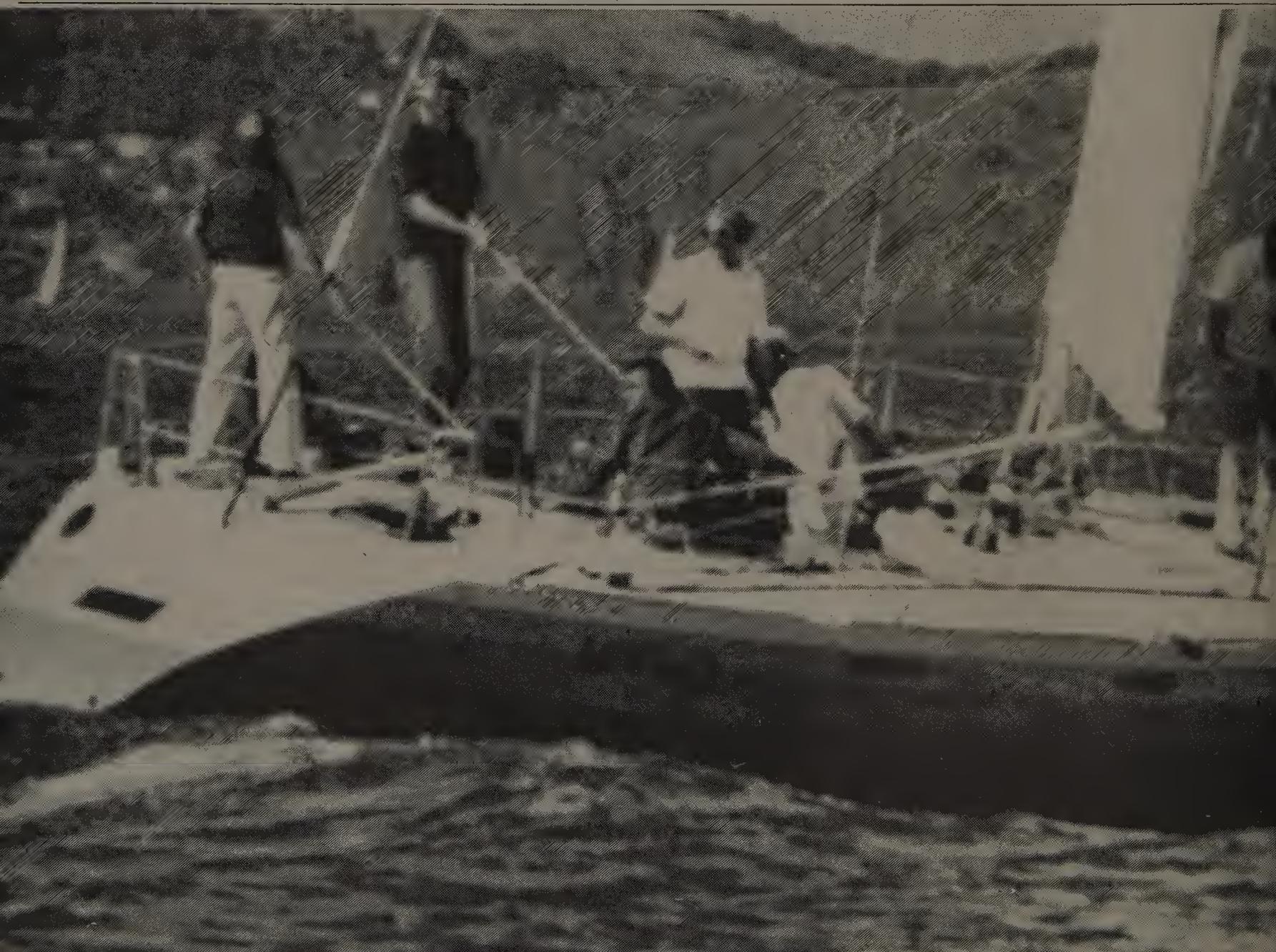
"I drive... but mostly I drive them crazy."

about not being able to jump around the cockpit like they used to, or that their hand/eye coordination isn't what it once was. They carry with them, though, two of the most potent tools in any endeavor: experience and wisdom. You won't find those on the shelf at the local chandlery.

(An up-front disclaimer: the following

note, for example, that there are no women on the list. It's not an egregious oversight; just a reflection of the fact that over the past half century, women have not pursued yacht racing with the same vigor as men. By the

*With Dave Allen at the tiller, 'Imp' sails the Bay in the late '70s. The boat, with original name and paint, is still sailing in Ireland.*



## ALL PHOTOS LATITUDE UNLESS OTHERWISE NOTED

time those of us in middle age reach the end zone, that scenario will likely have changed.)

**Dave Allen**, 71, may have passed his glory years of competition, but he's still considered one of the best in the game. While he inherited his love of the water from his mother, it's his father's organizational skills that earned him his reputation.

A fourth-generation San Franciscan, Allen started sailing out of Belvedere 60 years ago. His family had a series of boats, and in high school he knocked around in the 22-ft Star class with Dick Castle, Glenn Waterhouse, Cliff Smith and other heroes of the day. After the war, he got busy developing Belvedere, and crewing on his brother's Spaulding 33.

In the late '60s, Allen came into his own on the racing scene. He began campaigning the Mull 30 *Lively Lady* in the



Dave Allen.

Southern Ocean Racing Circuit, followed by the innovative 41-ft *Improbable*. In 1977, he took delivery of the Holland 40 *Imp* and reeled off wins at the SORC, the Admiral's Cup and the St. Francis Big Boat Series. The unprecedented hat trick earned him (and *Imp*) a solid place in the local sailing hall of fame.

"That was really the most fun time," he recalls. "I never really considered myself a racer, but I liked doing well and we were one of the first campaigns to really take care of the crew when we travelled. We all stayed together on the road. Locally, we insisted on having breakfast together before a race. We had a lot of young guys who had a great spirit of endeavor. It was fun to capture that. We also encouraged them to sail on other boats and they always brought back new ideas."

Since then, Dave has done some racing

Area's Randy Short, Colin Case and Irv Loube — another active "old gun" whose exploits have appeared regularly on these



Jim Van Dyke.

pages).

"We didn't have time to put it all together," says Dave, "but it was fun. Of the 30 days I was over there, I was on the water 25."

The money that Dave used to put into sailing campaigns now goes into various ecological venues, including making industrial alcohol from fruit wastes, and recycling glass bottles. The Allen family also led April's Earth Day yacht parade aboard the 145-foot tallship *Californian*, which they chartered for the weekend. Being at the front of the fleet is the natural place to find Dave Allen.

**Jim Van Dyke**, 69, has lived in Stockton all his life, except for a stint in the Mediterranean during World War II, and a few years in Alameda while he earned his law degree at S.F.'s Hastings College. During that period, he bought and raced his first boat, a 30-ft *Bird*, then one of the Bay's hottest classes. A flock of *Birds* followed that initial purchase, including *Polly*, *Swallow*,

"I never really considered myself a racer..."

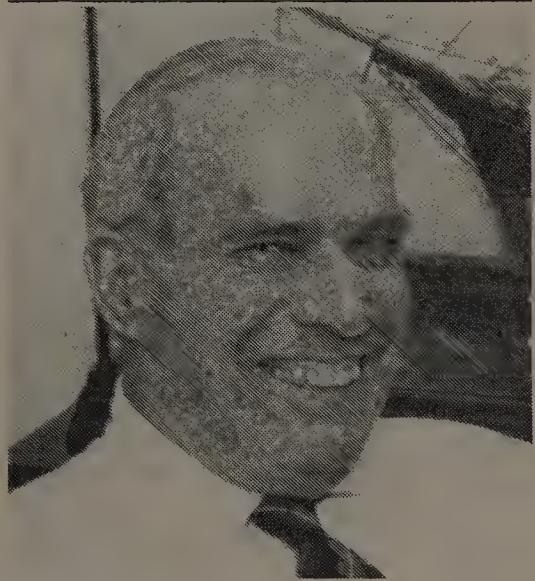
on his Hawkanson half-tonner *Mercury* and as tactician for boats like *Great Fun* and *General Hospital*. Last year he was recruited back to the front lines, chartering the one-tonner *Sagacious* as part of the American Admiral's Cup team (along with the Bay

*Petrel* and *Kiwi*. Interspersed were a 110, in which he won the national championships; a Finn, which he raced in the 1960 Olympic trials; a Columbia 5.5 Meter or two; and a Columbia Challenger, with which he won four national titles.

# THE BOYS

Jim admits that the Bird has held his attention the longest. In 1979, he was about to leave one morning to argue a murder case in Bakersfield when he saw an ad for a Bird in Sausalito. He sent his son Peter down to look at it immediately. Peter called with the news that, "The cockpit's rotten, but everything else looks good."

"Okay, buy it!" came Jim's reply.



*Scott Cauchois.*

After almost sinking on the first sail, Jim brought the boat back to his dock on the Smith Canal and rebuilt it. In the decade since then, he's raced Kookaburra to four season championships. Somewhat confusingly, he's won the last two years in a row, but with different boats: Kookaburra in 1988 and Puffin in 1989. Teal is also part of the current Van Dyke family "aviary."

"I don't like to win all the time," he says, noting that he'll likely be pressed hard this season by Kittiwake and Robin.

Why is it we think his competitors would have a hard time believing that?



that made the members of San Francisco's 23-ft Bear class fleet more apprehensive than ever — with even more time to spend on the water, Scott's that much more liable to

*The International One Design — the 'IC to its friends — is the class of choice for old guns Tom Allen and George Degnan.*

*The master at work: Scott "Papa Bear" Cauchois' 'Trigger' (#20) grinds down the competition on a blustery Bay.*

The first one didn't come easy. The boat he bought, Trigger, had just won three straight championships, but Scott needed 13 years to get her back into the winner's circle. "It took a darn good crew," he says. A mainstay has been John Kempf, who's been aboard for 25 years.

Looking back over his career, Scott says he's less impulsive than when he started in 1958, and a little bit wiser. What he likes about racing is that it keeps him around young people and their youthful attitude. Now that he's got more free time, he plans to divide it between more tennis and more weekday sailing. "Bear Boats forever!" is now his working motto.

**Tom Allen**, 62, of San Francisco retired three years ago from his marketing job with IBM. Free time is still hard to come by, though, as he divides his time between racing his IOD #91 Whitecap and various sailing administration jobs.

Starting out with a 32-ft Pacific class yacht in 1959, Tom (no relation to Dave

**Scott Cauchois**, 71, of Piedmont, retired on February 1 from a career in property and casualty insurance. It's likely

take home an unprecedented eighth season championship in his equally unprecedented 33rd year in the fleet.

COURTESY TOM ALLEN

# OF SUMMER



DIANE BEESTON

Allen) decided to get into the IC because of its strong one-design fleet. He and a partner took delivery in 1962 and when his cohort moved, Tom took over sole ownership. Ten years ago, he was able to place in the top quarter of the fleet, winning the fleet title in 1978. He's moved down the ladder in recent years.

"My boat and I are both getting tired," he admits. "I don't jump around as much anymore and I'm not as aggressive — which may both be directly related to how much it costs to repair the natural mahogany finish on the topsides."

Boredom isn't likely to set in soon, though. As well as being the number two man in USYRU, Tom currently serves as chairman of the St. Francis YC's executive race committee and president of the IOD class world association. He also served as chairman of the Wooden Boat Racing Association for 15 years and headed the YRA for two. It's hard to find anyone more involved in the rules of the game of yachting: He's both a USYRU and NYRU judge. He's served as an on-the-water referee for the Ultimate Yacht Race, and last year he officiated at the Liberty Cup Race in New

York. In June he'll be on the jury for the IC world championships.

"I'm interested in that side of the sport," he says. "Judging gives me a chance to travel and be involved while having a good time with the people I enjoy."

Tom also has taken a levelheaded look at the evolution of the sport, including commercialism. He supports sponsored events that can generate excitement — but not at the expense of the traditions of yachting.

"It's an interesting challenge to puzzle over and try to manage," he says. "Sure, there were the good old days, but you have to look to the future."

**George Degnan**, 77, of Martinez is just beginning to hit his stride in the IOD class. He's won half a dozen class championships, but last year he climbed a notch by taking the North American Title.

While in college, George sailed with Joe MacAleese out of Sausalito on the R-boat Ace. A graduate of UC Berkeley, he went off to war and came back to work as a doctor in the Solano County hospital. Sailing didn't really enter the picture again until he was 59 and bought the old wooden IC #88, Bolero.

"We were so bad at first that the rest of the fleet immediately left us behind. The Knarrs would catch up, and they'd pass us, too. Then the Folkboats would catch up. The first few years, I knew those guys better than the ones in my own fleet!"

It took George about a half dozen years



Tom Allen.

to work his way back to the head of the IC fleet. He even got to the point where he could handle the boat by himself. On one

Vallejo race 10 years ago, his crew all cancelled out for the last race, so to keep up his point standings, George decided to do it himself. He not only managed a nice spinnaker set and about a dozen jibes, he won!

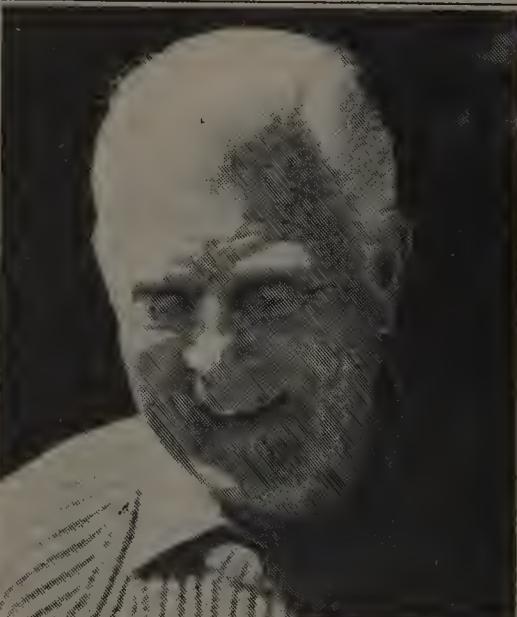
One of his greatest joys is sailing with the Healy family: Craig, Jim and Craig's wife, Pam. He met them while his son, who still crews for him on occasion, was sailing in the Richmond YC junior program. George used to take the gang out as a favor. Now they're returning the kindness.

"I drive," he says. "But mostly I drive them crazy. I can't see or hear too well, and I was never much into tactics. They all vote on which way to go."

He also savors his singlehanding. Every Wednesday night during the summer, he sails the boat over to San Francisco for the Golden Gate YC's twilight series. The crew meets him there and drives him home that night. On Thursday morning, he takes the bus to the City and sails back to Richmond, again by himself.

"One of the great challenges of my life is beating around Point Blunt at 5 o'clock in the afternoon," he says.

**Ernie Rideout**, 72, of Santa Cruz, won the 1988 YRA season championship in the 26-ft Pearson Ariel class. In 1989, he says, "We got no respect. So this year we're out to earn the top spot again to prove it was no fluke."



George Degnan.

Ernie has been through a number of classes, too, starting with Cub boats in Santa Cruz back in the 1930s. During the '50s, he campaigned a 19-ft Acorn sloop (designed by Jim DeWitt Sr.) in YRA's Bay and ocean series.

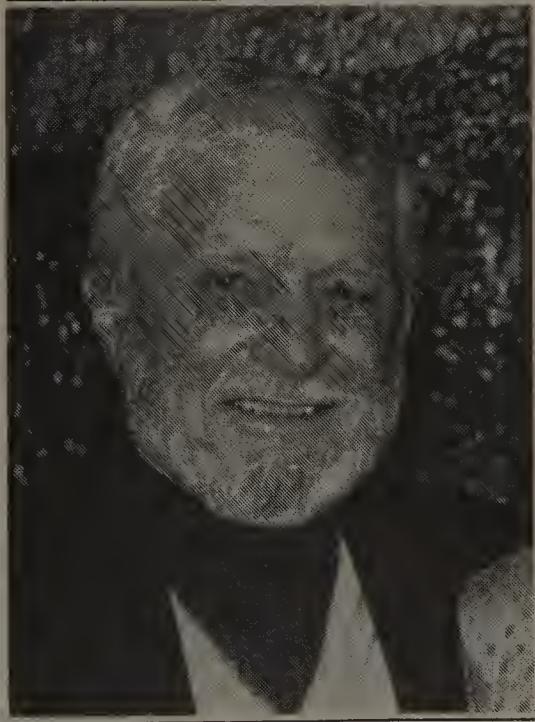
# THE BOYS

"Coming in from the Lightship," he recalls, "it was pretty scary to send someone forward to release the spinnaker halyard. Any extra weight up there tended to make the bow want to dive. Sometimes the only things showing were the cabin top, the cockpit and lots of water!"

Other boats included Birds, Bears and Columbia 29s. He won four class championships in the latter before moving into the Ariel class with *Pathfinder*. He met his present partner, Ed Ekers (the Santa Cruz fire chief) while teaching sailing at O'Neill's, a vocation he's pursued ever since retiring as a school principal in 1975.

"With a good boat, you can do anything you want to under sail," he says. "We teach our students without using the engine, so they really learn how to get in and out on their own. Teaching has been great fun for me. I like to turn people on to sailing."

Vallejo's **Bob Klein**, 64, has long been known as the "Big Daddy" of the Bay, not only for his feats on the water, but off as well. Raised in Oakland, he first "took to sea" on Lake Merritt in a canvas-covered 10-footer with a leeboard. He graduated to Snipes and 110s before moving on to a Pearson Vanguard 33, the Santana 37 *Amateur Hour* and his present yacht, the red-hulled Peterson 40 *Leading Lady*.

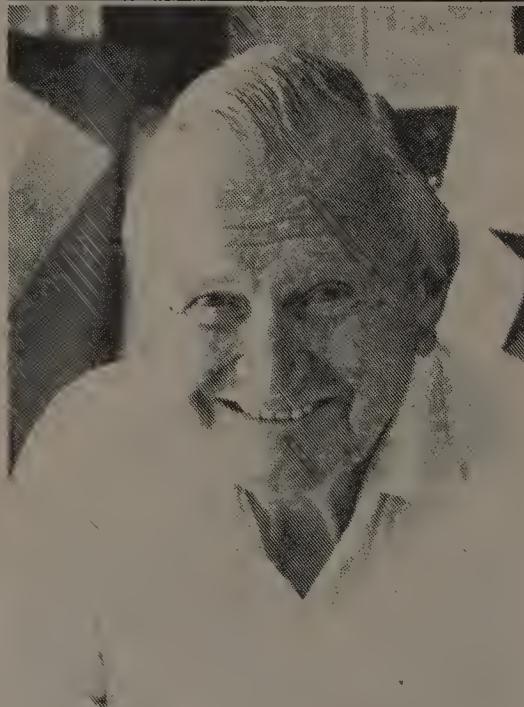


Ernie Rideout.

In addition to his many victories (the latest being the Corinthian YC Midwinter Series), Bob has spent countless hours helping develop sailing and racing on the Bay. His titles include commodore of the Richmond YC and Lake Merritt SC;



chairman of the Small Boat Racing Association, Yacht Racing Association, Windjammers, and San Francisco Bay Sailing Association; and PICYA's Yachtsman of the Year in 1986. He currently chairs Richmond's Sailing Advisory Committee.



Roger Eldridge.

"Sailing has been both a competitive and a social program for us," he notes. "We've developed friendships all over the

*Bob Klein's 'Leading Lady'* (foreground) and *Lon Price's 'Wave Runner'* duke it out at last year's Stone Cup.

country."

While his three children were growing up, Bob, who earned his living as a contractor, and his wife Doris trekked en famille across the continent, pulling their 110 behind the surplus Jeep that Bob bought after the war. A chronicle of their accommodations, including grand estates with servants in Seattle and a doctor's playhouse in New York, would fill a book. He says it's hard to compare those days to the current race circuit, which tends to be global rather than national. But one thing remains the same: the cornerstone of his sailing has always been sportsmanship.

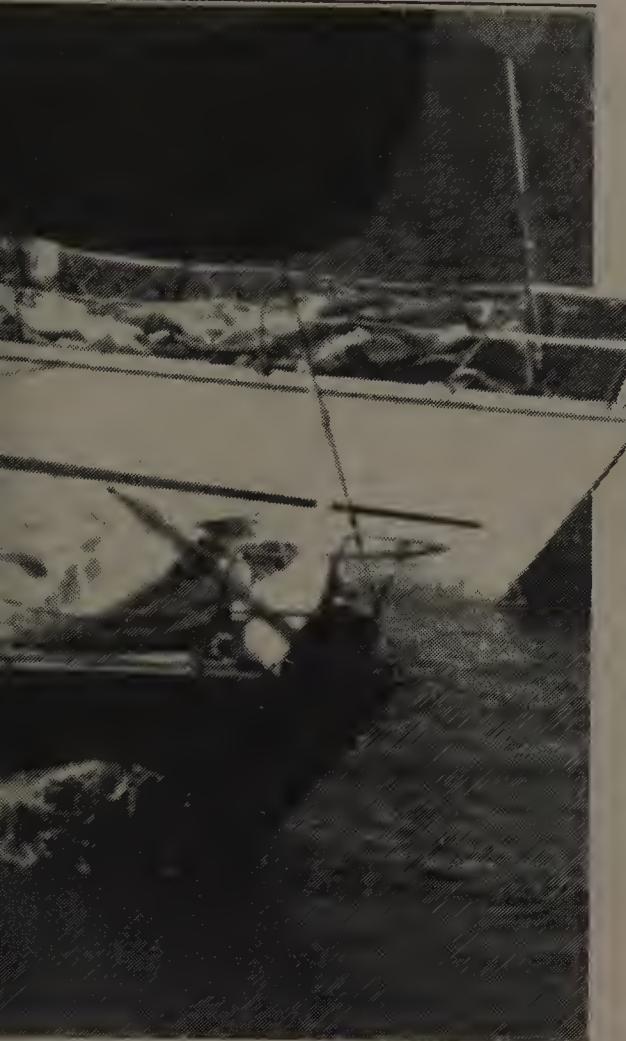
"Just do your best and enjoy it," he says. "You can drive down the freeway for competition, but it ain't friendly. The friendship aspect is very important."

**Roger Eldridge**, 70, of San Rafael just bought a Ranger 23, which he's named *Last Chance*. The sloop is the latest in a long line of yachts for the former boatbuilder and engineer who tried to retire in 1982, but couldn't stand working on the house all the time!

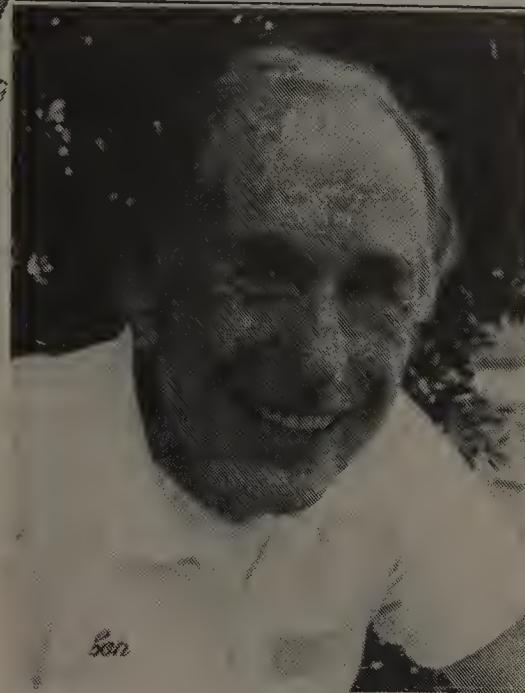
Roger started sailing in 1936 in the homebuilt 15-ft Sun class at the Richardson Bay YC. The club was housed on the barkentine *Echo* until it burned and they

SHIMON VAN COLLIE

# OF SUMMER



appeal committee, chairman of the local YRA appeals committee, senior judge for the USYRU and a judge for the IYRU



*Lon Price.*

(International Yacht Racing Union). You can find him as a referee at the Ultimate Yacht Race events, as well.

His sailing goals are now centered more around "survival" than winning, he says. And if he's learned anything in these past 54 years, it's that crew work is the single most important ingredient for success. Finally, he always tries to heed the words of Tom Martin's mother: "Never overstand the weather mark!"

**Lon Price**, 66, started sailing at 14 with the Sea Scouts in Palo Alto. Their vessel was the SS Alcor, a Navy lifeboat with concrete in the bilges for ballast and a wishbone ketch rig. After World War II, Lon teamed up with Bob Klein and several others to bring the first 110 sloops to the Bay. In 1952, he sold his and bought the Bay's first International One Design (IOD) class yacht. He won just about every season championship before selling out in the mid-'50s to concentrate on raising his family.

Ten years later it was time to go sailing again and Lon went to sea in Isobar, Les Harlander's well-known ocean racer. While pursuing a career in real estate development, he became a TransPac and Mexico race aficionado, completing six of the former and more than 16 of the latter. His own boats have included the Bermuda 40 Aventura, a Danish-built BB-10 of the same name, and

switched over to the old San Francisco Yacht Club headquarters (now site of the Horizons restaurant). In 1941, the club merged with the San Francisco YC in Belvedere, where Roger has been a member ever since.

After a stint in the Army Air Force, Roger built boats in Sausalito, but gave that up to go to work for Standard Oil. Star boats became his sailing passion.

"I was sailing them before Tom Blackaller got into the class," he recalls. "For the first few years Tom sailed with us, I could beat him easily. But after 1958, he was just too good."

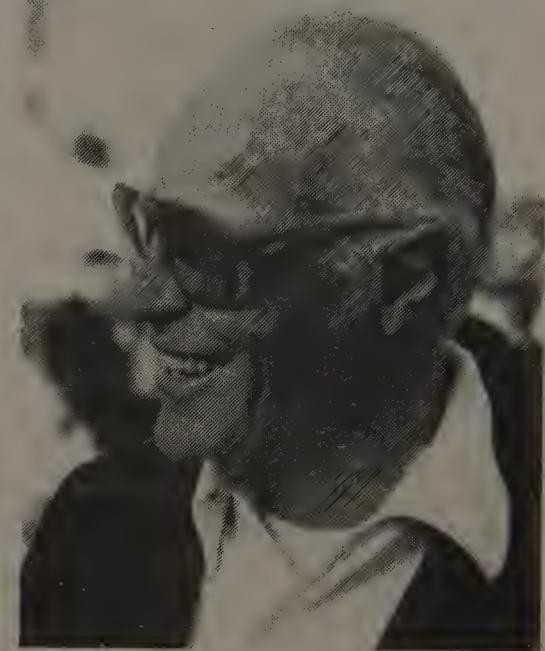
Other boats in Roger's life have been IODs, Gladiators, Excaliburs, Shields, the Mull quarter-tonner *Sasquatch* and an Etchells 22. The latter got a bit too much to sail five years ago, so Roger sold it and hung off the backstay of an Islander 36 as tactician until the Ranger 23 came along. He's been getting it race ready with his longtime crew/friends Joe Madrigali and Tom Martin.

Activity plays a big role in Roger's life. After retiring from Chevron in 1982, he began to pine away, he says. He fiddled around for a few years and then decided it was time to go back to work. He now puts in regular hours with Bert Clausen's Oakland engineering firm.

He's also been an active administrator, having served as commodore of the SFYC twice and as chairman of the YRA. He's a member of the U.S. Yacht Racing Union's

the Danish-built Luffe 44 *Maryjane*.

In April, 1988, Lon and a half dozen of his regular crew went to Denmark to pick up his current yacht, the Luffe 48 *Wave Runner*.



*Bob Klein.*

Before leaving, they entered a Danish distance race, which turned out to be one of the largest in the world with 1,800 entrants.

"We had 126 boats in our start alone," says Lon. "Now that was thrilling!"

*Wave Runner* showed her style on the Bay in 1989, winning the Danforth ocean series in the spring and Class A honors at the fall Stone Cup. Although Lon is proud of their closed-course victory, he and his crew prefer being outside the Golden Gate.

"Nothing beats being out on the ocean with a group of people you get along with," says Lon.

His philosophy for racing is simple: have fun and if your boat and crew are prepared, you always have a chance to win. He places a high premium on compatibility.

"If I had a choice of winning with a surly crew or coming in second and having a great time, I'd just as soon take the second. Life's too short for hassles."

**S**o if those lines around your eyes and mouth are beginning to bother you, consider that your best years may still lie ahead. Our "boys of summer" are proof that you can literally sail into the sunset. According to Ernie Rideout, the aging process can even add a certain sweetness to sailing.

"At my age, I don't want anything too fast or unexpected. I like things to happen a little slower, so I can savor them."

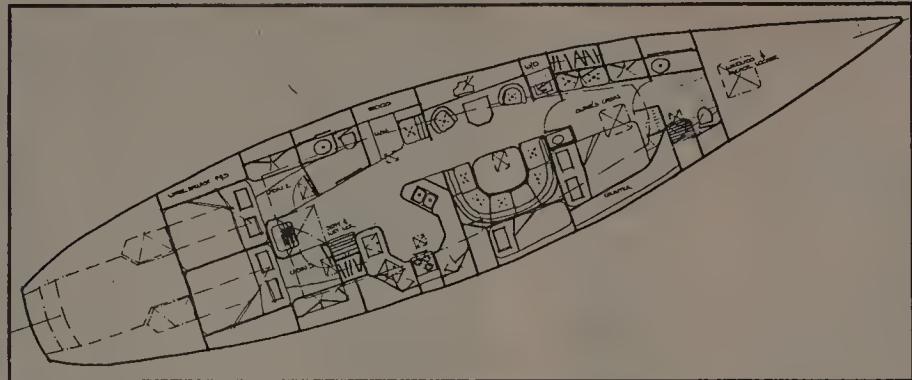
— shimon van collie

# SANTA CRUZ 70



GERI CONSER

PHOTO OF SISTERSHIP



## SANTA CRUZ 70 #15

This racing yacht has a spacious galley; the settee and head are amidships, and the rest is all business. The large cockpit is well laid out for gear handling, with the traveler placed aft for good mainsail sheeting. The helmsman's area is raised for superb visibility. This yacht is near completion and ready to go for Pacific Cup, Oakland-Catalina, Vic Maui or Kenwood Cup.

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# Class of the Month



## International Fireball

The International Fireball is a 16-foot, one-design, trapeze dinghy for two that was designed in 1960 by Englishman Peter Milne. Fashioned after the North American scow, the Fireball shape differed radically from European dinghies of the day. In 1962, when the Fireball, with its angled, overhanging bow and low freeboard, made its debut in England's One-of-a-Kind regatta, it was greeted with amusement by many of the sailors. These conservative thinkers took the Fireball seriously when they realized the boat went to windward as well as their conventional, stemmed dinghies. Doubts vanished when the Fireball exhibited phenomenal off-wind speed. Even today, the Fireball is considered exceptionally fast for a boat of its weight and waterline.

Originally built of wood, the Fireball was ideal for home builders and could be made from plans or kits. Fiberglass was legalized in 1966, but boats built of either material are competitive. The class was granted international status by the IYRU in 1966.

Today, major Fireball fleets can be found in the United States, Canada, United Kingdom, Australia, South Africa and Japan. Smaller numbers of boats can be found in many other countries.

Although the class enforces strict one-design rules, rigging is open so you will see Harken's #205 swivel base turning the mainsheet, the small #019 ball bearing little Hexaratchet® the #308 wire block, the #092 bullet cheek block and many other Harken dinghy blocks aboard. Harken and the Fireball, making a fast dinghy even faster.



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# MAX EBB'S

"It sounds like a terrific idea," I said into the telephone, "but I don't know how to talk to a sixth grade class."

"Don't be silly," insisted the voice on the other end of the line. "Just talk to them about sailing the way you'd talk to anybody. Pretend you're just sitting around the yacht club bar."

My friend at the other end of the phone line — a science teacher at a local intermediate school — was in the process of arm-twisting me into being a "guest speaker" for one of her classes. The subject was to be the science of sailing. And I was rapidly running out of excuses.

"But I'm not a teacher!" I protested.

"We're all teachers," she insisted. I had to agree.

And so, a few weeks later, I found myself standing in front of 30 eleven-year-olds — a class for "gifted kids" no less. Public speaking, while not my forte, has never been particularly difficult for me. But this bunch of kids was intimidating. Adult audiences are generally sympathetic to the speaker, or at least polite. But one look at that restless, impatient crowd and I knew they were not about to give me any slack.

The teacher introduced me as an "expert" sailor and ocean racer. At her suggestion, I started off by fielding some questions about sailing in general. These were easier than I anticipated, ranging from "What do you do at night?" to "What about sharks?"

Then we were up to the main topic — "What makes a sailboat go?"

To be rigorous, I started with Bernoulli's Principle.

"Daniel Bernoulli," I began, "was an eighteenth-century French scientist who was the first to state the relationship between the speed of a fluid and the pressure of the fluid. In other words, according to Bernoulli, if air or water goes faster, the pressure goes down. If it slows down, the pressure

feels like there's pressure on it!"

"Good question," I said. "We'll be able to answer that later." Actually I didn't have the foggiest idea how to answer Jeffrie's question, but I knew that the period was only 50 minutes long and we had already used up ten. Time was on my side.

"I'd like everyone to cut out a strip of paper, two inches by six inches."

Each table was equipped with paper, rulers, and scissors, and within a minute or two they had all completed this task.

"Now hold one end of the paper up to your lips. If you blow on the bottom surface, what will happen?"

Most of them raised their hands.

"Anybody," I said.

"The paper's going to go up!" they shouted, as a few of them were already demonstrating.

"Now, don't do this yet, but what's going to happen if we blow on the top surface of the paper?"

Only a few kids raised their hands this time. One said that she thought the paper would be blown downward, while another predicted that it would rise up.

"Okay, how many think the paper will go down?"

About half the class raised their hands.

"How many think it will go up?"

About a third of the class raised their hands this time.

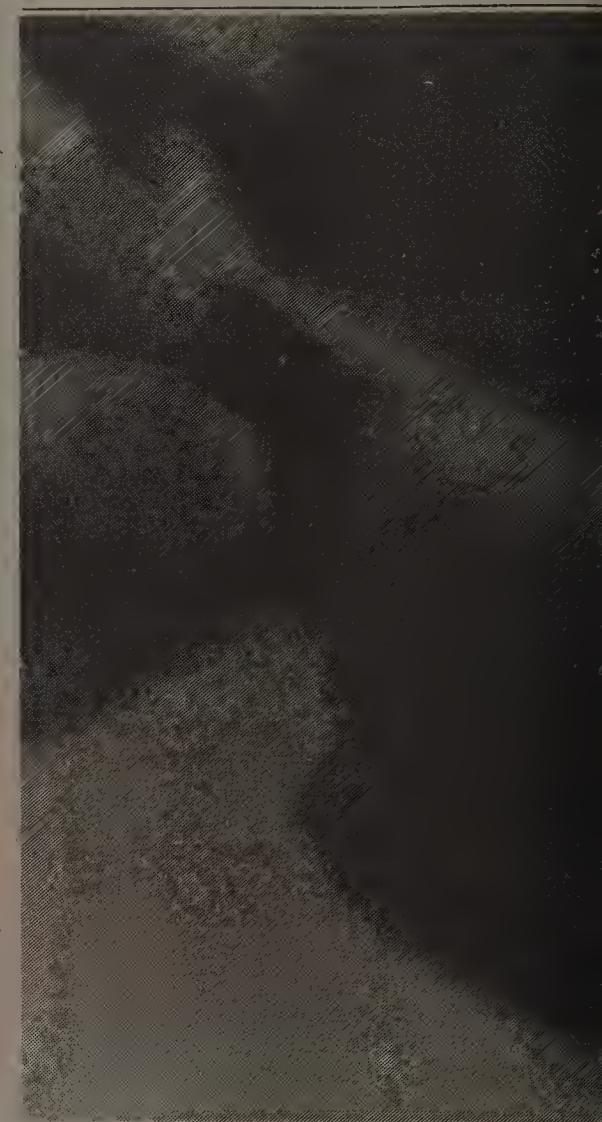
"Now let's try it."

They all blew as instructed, and sure enough, the strips of paper all rose up toward the streams of moving air.

"You see, the moving air is under less pressure than the stationary air underneath, so the paper moves up."

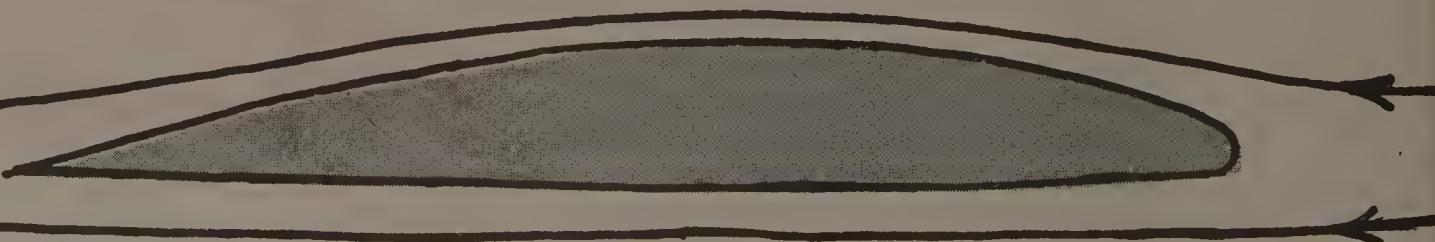
Two of the girls were whispering to each

*An airfoil generates lift because the air on the top surface (the lee side on a sail) must travel a longer path, creating lower pressure and lift.*



pressure of the moving air is less, then the paper should always move toward the moving air."

"Oh, well," I said confidently, "that's because when you blow on the bottom of the paper, air hits the paper at a high angle and stops, so the pressure goes up again."



increases."

A hand went up in the front row.

"Go ahead, Jeffrie," said the teacher.

"If the pressure goes down when air is moving fast," he asked, "how come when I stick my hand out the window of the car, it

other. When I looked over at them to keep their attention, one of them raised her hand.

"Yes, Miranda?" said the teacher.

"If the paper goes up when we blow over the top," she asked, "why doesn't it go down when we blow on the bottom? If the

**T**hen I moved to the next demonstration. The teacher had brought a small hair dryer and a ping-pong ball. We turned on the hair dryer, aimed it straight up, and placed the ball in the exhaust. Of course, the

# CLASS ACT



Though he died about 200 years before hairdryers were invented, Bernoulli knew you could suspend a ping-pong ball with one.

ping-pong ball balanced nicely in the blast of air.

"Hecka-fresh!" exclaimed one of the students.

"That's way cool!" added another. "Why doesn't it fall off to one side?"

I explained that, all because of Dr. Bernoulli, the pressure was less where the air was moving, so whenever the ball drifted over to one side it was pulled back right to centerline. But one of the girls — the other one who had been whispering to Miranda — still had her hand up.

"Go ahead, Heather," the teacher said as I pointed to her.

"There's something about blowing on the bottom of the strip of paper that still doesn't make sense," she said. "If the air coming out of my mouth has lower pressure because it's moving, then when the air stops, the pressure should be the same as the surrounding air in the room, right?"

"That's true," I allowed, "and an excellent

observation."

"Actually it's not an observation," she said parenthetically, "but a conclusion."

Now I was beginning to feel uncomfortable.

"If the pressure goes up to the same extent as the pressure of the rest of the air in the room when the air stops moving," the girl continued, "then when the air hits the bottom of the strip of paper, the paper should stay right where it is, because the pressure on both sides is the same."

"Ah, yes," I answered, "but the air causes additional pressure when it impacts the surface."

"Isn't that already accounted for by Bernoulli stagnation pressure?" she shot back.

Her friend Miranda couldn't suppress a giggle.

"Let's all do the paper experiment again," I said, "and watch what happens carefully."

The results were the same, but at least this gave me a little time to think. Heather's

hand was up in the air again, and I called on her with some trepidation.

"I think we're really showing that air has momentum, and whichever side of the paper we blow on, the paper just tends to blow parallel with the air flow."

"Well I'm sure there is a momentum effect also," I said, "but there's no denying Bernoulli. The faster-moving air is always going to be under less pressure."

"I think you have Bernoulli backwards. I mean, air pressure doesn't go down because air is moving. What really happens is that air starts to move because there is low pressure for it to move to."

Who was this kid, anyway? Surely I could out-maneuver a sixth-grader when it comes to sailing theory.

"Obviously that can't be true in this case," I responded, "because there's no low pressure in the room for the air to flow towards."

"There's relative low pressure," she explained. "When I blow air out of my mouth, first I'm pressurizing the air with my lungs. This adds energy and increases pressure. Then when I blow out, the air accelerates out of my mouth because it flows from higher pressure to lower pressure."

"And you're saying that the lower pressure is the air in the room?"

"Yeah. And that's pretty much the pressure of the air when it leaves my mouth, the same as the pressure everywhere else in the room. Bernoulli is still right, because the pressure drop correlates with the increase in speed. There's an inverse-square relationship between speed and pressure. But the pressure drop is what causes the speed, and not the other way around."

"Uh-huh," was all I could manage.

"When you blow over the top of the paper," she went on, "it rises up because the momentum of the air resists making the turn, so the centrifugal force of the air causes low pressure right along the surface that pulls the paper up."

"!

Let's try another experiment, then," I said. "Everybody cut out another piece of paper. Make this one — let's see — six inches by four inches. Now fold it into a little garage, by folding the sides down like this . . ."

I demonstrated how to make a little paper garage, and placed it right on the back edge of my desk with one of the doors facing me. This would be a far more convincing demonstration of low pressure than the strip of paper, I thought to myself.

"Now class, what do you think is going to happen when I blow through the door of this garage? Will the roof go up, down, or stay the same? How many think the roof will

# MAX EBB'S

go up?"

About half the class raised their hands

"How many think it will stay the same?"

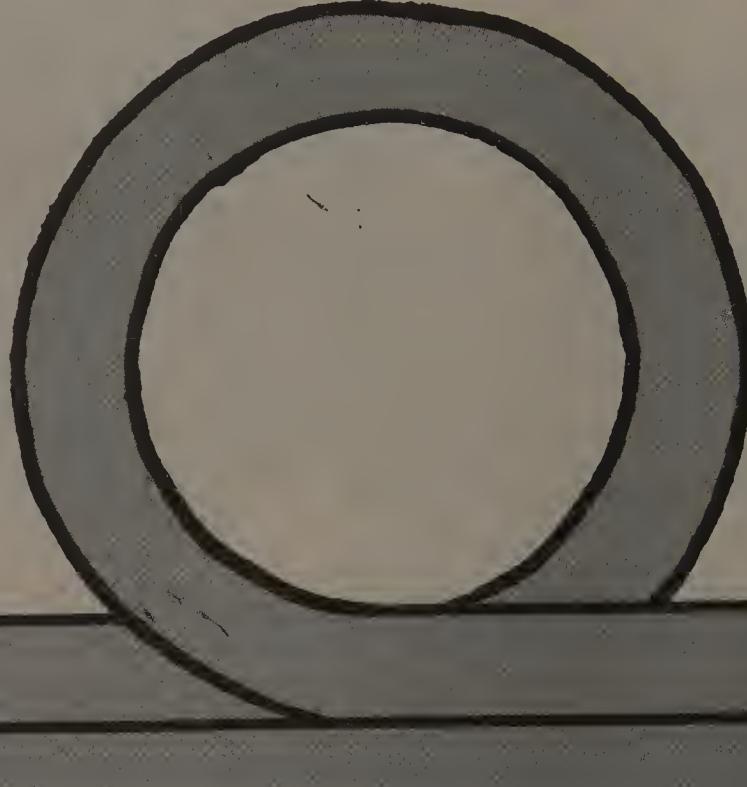
A few kids voted for this option, but they were looking around the room uncertainly.

"How many think the roof will go down?"

A couple of hands went up, but when Heather raised her hand, nearly everyone in the room followed suit.

"No voting twice!" scolded the teacher.

"Now try it," I instructed, and for the next 30 seconds the room was full of the sound of kids blowing air through little garages and getting themselves dizzy. As Heather had predicted (and as I already knew), the roofs flattened when air was blown through.



"You see, this is better proof. The roof is flat, so momentum and centrifugal force has nothing to do with it. But the air pressure in the stream of air you blow through the garage is low pressure, so the roof collapses downward."

Heather's hand was up again. I glanced at the teacher, who was nodding at me with a very satisfied expression on her face. I had to call on Heather once more.

"Well, of course the roof collapses," she said. "That's because the area of the doors is so much bigger than the area of the stream of air you blow out of your mouth. I mean, a lot of the air that goes through the garage is pulled in from around the sides because of friction against the stream of fast-moving air. The roof is flat, but the air is curving out and up all the time it's passing through, so the momentum change pulls the sides in and the roof down. Can we do a different version of that same experiment?" she asked.

"Sure, go right ahead," I answered, confident that I finally had her. What an outlandish explanation!

"Everybody take a new sheet of paper," she said, "and roll it into a tube like this." The class followed her lead, each student rolling an 8-1/2 by 11 inch piece of paper into a tube with about a 3/4 inch diameter. "Now use this tube to blow air through your garage. Put one end of the tube just inside one of the doors, and be sure to hold the tube flat on the table when you blow."

Once again, the classroom was full of eleven-year-olds huffing and puffing at and through pieces of paper. But to my utter dismay, no one could make their garage roof collapse as long as they held the tube flat against the table.

"You see?" said Heather triumphantly. "We're blowing the same amount of air through the garage at the same speed as before. If the pressure inside the garage was less, the roof would go down like before."

"Hmmmm . . ." I said, at a loss for a more substantive response.

But then another one of the girls made an interesting discovery.

"Hey, look what happens when I hold the tube up at an angle," she said, demonstrating that the garage could once again be sucked almost flat if the air came down at an angle, even though it was blown through the tube as before.

"That's a very important discovery, Kelley," said the teacher.

The rest of the class immediately duplicated her results. Heather, of course, had it all figured out.

"The angle adds turbulence, and also vertical momentum. It pulls more air into the garage, and because there's a table top on one side, the flow becomes rotational around the roof. That means there's a momentum change, and a down force."

"If you say so," I finally conceded. I turned to the next topic, although I feared that my credibility had been badly damaged.

*Air flows into this pipe and divides. Does the air going into loop have to reach the end at the same time as air exiting the straight part?*

"A sailboat sail is basically like an airplane wing," I said as I drew a profile of an airfoil on the blackboard. Then I drew a top view of a sail right next to it, and some flow lines showing the similarity between the operation of the two.

"Now, an airplane wing is designed to produce lift, which for the airplane is a force going straight up. For the sail, lift is sideways and a little forward, but we still call it lift."

I went back to the airfoil section, and drew two more flow lines (which I identified as streamlines to the class) flowing around the section, one close to the upper surface and one close to the lower surface.

"One important characteristic of airfoil design," I said, "is that the air flowing over the top has to go further than the air flowing over the bottom. Can anyone tell me what this means?"

Jeffrie's hand shot up.

"It means that the air has to go over the top faster than over the bottom," he said.

"Right! And what does that cause, according to Bernoulli?"

"It causes the pressure to be lower on top," he continued.

Meanwhile I heard more whispering from the other side of the room. Heather and Miranda again. Miranda's hand went up.

"When the air gets to the wing," she asked, "and some goes on top and some

goes on the bottom, why do those two pieces of air have to get to the back of the wing at the same time?"

Once again, Heather had set up her friend to ask the leading question.

"Because the air on top goes faster . . ." I started to explain, but then I realized that I had implied that the reason the air on top goes faster was to get to the back of the wing along a longer path at the same time as the slower moving air on the bottom, traveling a shorter path. Circular logic. Without the assumption that the two "pieces" of air have to re-join, my argument was out the window.

go in one pipe and some will go in the other. But the air won't come out at the same time. The air that goes through the pipe with the loop in it will take longer, and might even go slower because of more friction. The piece of air that went the long way will be way behind the piece of air that went the short way."

"You mean the air that takes the longer path doesn't have to go faster?" asked Jeffrie.

"Nuh-uh," said Heather, shaking her head.

Her point was all too clear. What planet did this kid come from?

"Anyway," I said, back-pedaling once again, "The shape and thickness of a wing makes the air go faster on the upper surface than on the lower surface, and the result is reduced pressure."

I managed to direct a challenging glance at Heather, and her hand stayed down for the time being. Then I explained the forces on a sail, how some of it is forward but most of it is sideways, and drew the analogy again to the airplane wing.

Heather raised her hand again.

"You said that the thickness of the airplane wing was an important part of how it made lift. But a sail has almost no thickness. So why does it make any lift?"

"That's another excellent question," said the teacher.

I stumbled through an explanation of how most of the air that counts is flowing a

"Now let's talk about steering control," I said, after a quick look at my watch indicated that the period was more than half over.

I offered a rudimentary explanation of center of gravity, and then asked the class if anyone could give me an example of something that goes straight because the center of gravity is towards the front. What I had in mind were things like arrows and badminton birdies. No one had any ideas. But while I was turned towards the blackboard adding feathers to my drawing of an arrow, I heard a sound from behind me like a champagne cork popping, followed instantly by a sharp stinging pain in my shoulder and 30 kids laughing.

"Danny!" scolded the teacher.

"What was that?" I wondered, and then spotted the cone-shaped dart, made of paper and scotch tape, still rolling where it had bounced to a landing on the teacher's desk. Danny was holding the paper tube used for one of the previous experiments, now transformed into a blow-gun.

"I put lots of extra tape near the point to keep the weight near the front. That way they fly straight."

"Let's see one without the ballast," I suggested, overruling the teacher's objection to ballistics in her classroom.

Danny was quick to oblige, and produced another dart that spun off on a random path immediately upon launching from the same paper tube.

"That's because the center of gravity has to be in front of the center of resistance for it to be directionally stable," volunteered Heather.

I spent the remaining ten minutes talking about rudders and skegs, and seemed to avoid any major faux pas. It was with tremendous relief that I heard the bell ring, signalling that my ordeal was over at last.

"That was great," said the teacher. "You were fantastic, the kids loved you."

"You've got some sharp ones in this class," I said. "Especially Heather. Wow, has she got a future."

"That's Heather Helm. She knows her science, alright. A little bit of a misfit, though, if you ask me."

Heather had packed up her books and was on her way out of the room. Something about her did look a little familiar, somehow. "What did you say her last name was?" I asked. "She doesn't by any chance have an older sister or a cousin . . ."

"Why do you ask?"

"Naw, forget it," I mumbled. "I don't even want to know."

— max ebb



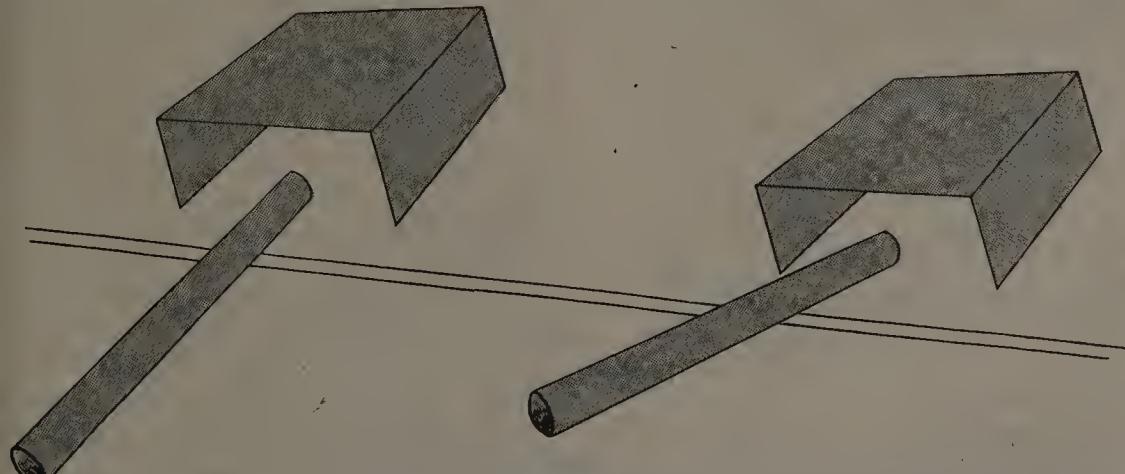
"That's one of the laws of aerodynamics," I said. "Continuity of the fluid medium."

Now Heather's hand was up. I wiped the sweat off my forehead and called on her.

"Can I draw a picture on the blackboard?"

"Certainly," I said.

**S**he drew a picture of a pipe, which



*First, blow air through the 'garage' using only your mouth. Second, try using a tube and blowing straight in (left). Last, what happens when the tube is inclined (right) to one side?*

split into two pipes, one of which went straight, and the other one curved in a circle before re-joining the first pipe in a common exit.

"If this pipe starts to move through the air," she hypothesized, "some of the air will

few inches away from the sail, instead of on the sail itself, resulting in a kind of 'virtual thickness.' It went right over the heads of everyone in the class, except for Heather, whose expression told me that she knew I was dead wrong.

# SAKE RUN, PART II:

**T**he aspect of cruising that seems to puzzle our non-cruising, type-A, commute-an-hour-to-work friends the most is, "What is it that you do all day?"

We don't always know what to say. But in the Solomon Islands we found one answer: we searched for the perfect *nousa nousa*.



*T-shirts, tools, bedsheets — anything for a nice 'nousa nousa'!*

Nousa nousas — carved ebony, kerosene or rosewood heads — once adorned the bows of Solomon war canoes. The *nousas* were meant to bring luck. In those days, you needed all the luck you could get in a tribal battle, as the winners had the losers over for dinner — literally. It's been 70 years or so since the Solomon Islanders gave up cannibalism. Today, *nousas nousas* are carved for sale or trade.

Trading is what makes the Solomon Islands worth bypassing New Zealand to visit. Get off the Milk Run and, as we suggested

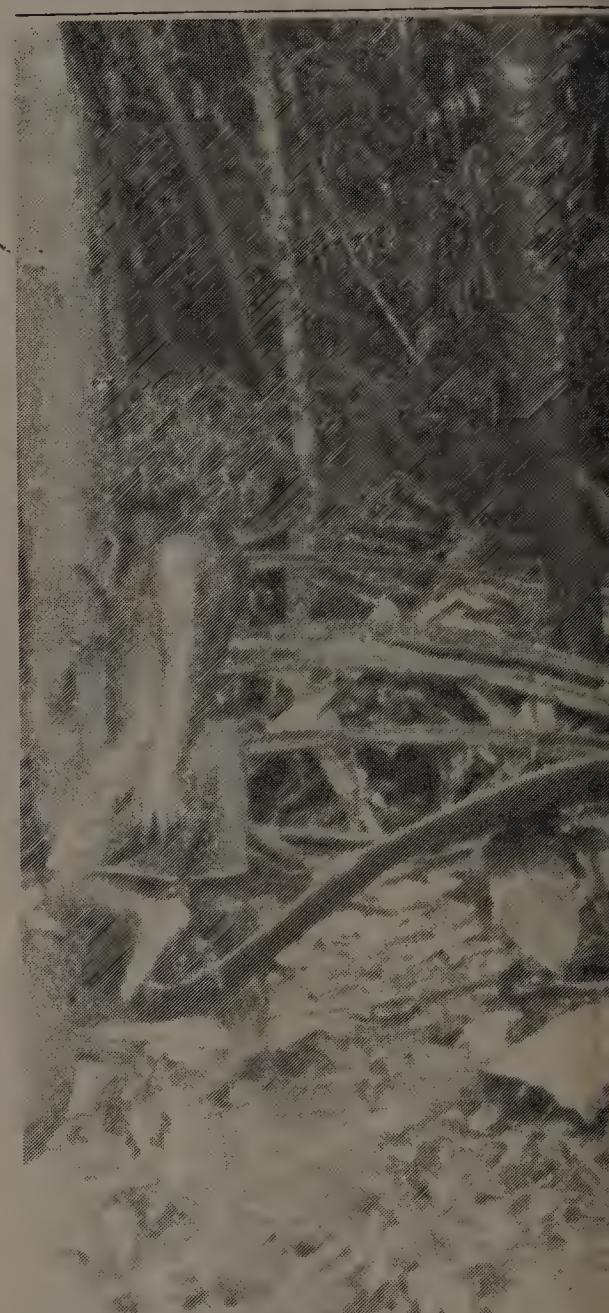
broad reach with southeast trades doing all the work. It took only 10 days in our 32-foot yacht. We had already begun the once-a-week ritual of swallowing our malaria pills (Maloprim and Chloroquine), so were ready for the mosquitos. It turned out the swarms of blackflies presented more of a problem.

Officially, coming from the south, you can only enter at Graciosa Bay in the Santa Cruz Islands, or Honiara. We checked in at Honiara, a harbor that affords little protection if the wind starts honking from the northwest. There's a yacht club in the harbor with cheap beer, but during a good blow, waves can come crashing into the bar. So don't stay long.

The check-in procedure is simple, the only hassle being that you must pay a \$50

It's among these islands that John Kennedy lost PT-109.

(U.S.) "cruising fee." Believe us, this and the fact that there are few lights or other aids to navigation in the Solomons are small prices to pay for some terrific cruising. Money can be changed easily into the local currency at



## THE SOLOMONS



last month, turn north from Fiji to begin the Sake Run. For our money, the Solomons are the best cruising in the South Pacific. We traded for a collection of carvings worthy of a museum exhibit on primitive art.

Getting to the Solomons from Fiji is a

any bank in Honiara, and we were pleased to find in 1989 that one U.S. dollar bought two Solomon dollars.

Three days is about all you need on Honiara. That's enough time to stock up on food and charts, and do a little sightseeing.

**I**t's difficult to ignore World War II on the island of Guadalcanal. In fact, with all the war relics still scattered about, it sometimes seems like the great battles of the

# IN SEARCH OF THE PERFECT NOUSA



*In the Bible, it's swords into ploughshares; in the Solomons, its wrecked war machines into jungle gyms.*

Pacific theater happened only yesterday. We took a battlefield tour sponsored by the Chamber of Commerce (right next to the Mendana Hotel), and for \$15 U.S. each,

At Moilli Pass,  
you are sure to meet  
Willi, the  
one-armed carver.

tramped up Bloody Ridge and across Red Beach where 10,000 marines stormed the beach in 1942.

Before you leave Honiara, check the Hydrographic Office behind the main post office for the charts produced by the Solomon government. They are cheap — between \$2 and \$7 U.S. dollars. Definitely buy the one for Marovo Lagoon.

Be sure also to buy enough food, water, diesel and other supplies to get you to Bougainville Island in Papua, New Guinea, because you won't find much of anything once you venture away from Honiara. Also take some Solomon cash along since most traders want \$10 or \$20 Solomon dollars along with whatever goods you offer. It's tough to guess how much to take, and a lot depends on how much art you want to collect. We wished we had taken more, but then you get a lousy exchange rate turning Solomon dollars into New Guinea kina.

Eager for carvings, we headed directly for Marovo Lagoon, about 120 miles northwest of Honiara. This safe, easy overnight passage is the "slot" of World War II fame. A worthwhile side trip within sight of Honiara is the Florida Group just beyond Savo Island. World War II history buffs will be stunned at how small that area is. The infamous Battle of Savo in August, 1942, resulted in a major defeat for the combined Australian/American naval force. The allies lost four heavy cruisers while the Japanese escaped untouched.

We sailed through Wickham pass at the south end of Marovo Lagoon, where our Solomon chart indicated the waters were unsurveyed. Other yachties assured us it could be done, however. It's spectacular. We felt like modern day Marco Polos discovering these places for the first time — tall, steep, heavily-wooded mountains with eagles soaring among them, and few signs of modern man. Just keep an eye out for coral when the water gets shallow enough that you can see the bottom.

Alan Lucas, an Australian cruiser, has immortalized this area in his book, *Cruising the Solomons*. We bought the book and found it an excellent reference. It's also terrific as a guide for where not to go.



*In addition to carvings, the Solomon Islanders are known for exotic headgear.*

Because so many yachties own Lucas' book, the villages he mentions are now filled with traders as slick as used car salesmen. At Moilli Pass, the most common entrance to the Lagoon, you are sure to meet Willi, the one-armed carver, or his friend, Holland. Both put on the hard sell for beautiful work — but their prices are high by lagoon standards.

# SAKE RUN, PART II:

And then there's John Wayne at Telina Village. He's another operator, with business cards yet, but one with a kind heart. We didn't do much trading there but Robert fixed John's ghetto blaster, and as a thank-you he gave us a sleek dolphin carved of

We felt like Marco Polo discovering these places for the first time.

kerosene wood. John Wayne knows everything about trading and the Lagoon and is worth meeting.

The places really worth visiting are the dozens of other villages in the Lagoon that are not mentioned in the Lucas book. Just put your finger on the Lagoon chart and go there. You are sure to find beautiful carvings and friendly people — but nothing in the way of stores, cars, roads, electricity, running water, washing machines or telephones.

One word of caution: most people in the lagoon are Seventh Day Adventists and take church teachings against booze and cigarettes very seriously. You will find some



encourage tourism, the Solomon Islands remain remote. With few places to provision, a yacht becomes a traveling general store for the locals. They seem to want anything you have on board — sheets, pots, pans, paint, nails, files, tools, clothing, plates, cups, food, batteries, you name it.

If you have the space, it may be advisable to stock up beforehand in Fiji or Honiara on trading items such as wet-dry fine sandpaper, construction-type tools, epoxy glue, batteries, bedsheets (a favorite) and/or paint. They need everything for building houses and the sandpaper and glue for their carvings.

You can't go into the Lagoon and not trade. As soon as you put your anchor

*Nelson with the ebony mask — and the Sony Walkman that finally aced the deal.*

down, wooden canoes will be bumping up against your hull with traders and their gear. (The Solomons would be torture to any yachtie with a freshly painted hull.)

**E**ach trade is an adventure. At Mbareho Island within the Lagoon, several men climbed aboard our *Yankee Lady*. As they unwrapped their art, we dragged out the "trading bag", a sail bag full of every item on the boat we were willing to give away. They began pawing through it, stacking up what they wanted as we

*The tradewinds don't always blow.*

men who want those items, but you will offend many if you provide them.

**W**ith a government policy not to

# IN SEARCH OF THE PERFECT NOUSA

ALL PHOTOS SHEPARD & HODIERNE

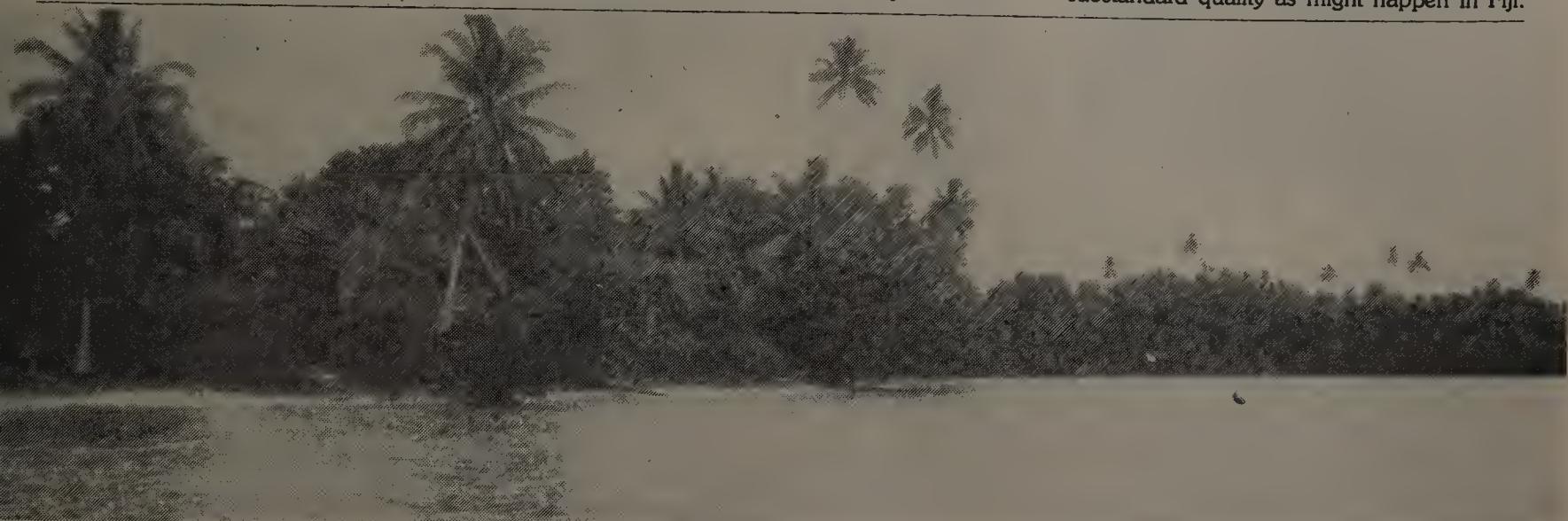
examined their statues, bowls, spoons, masks and *nousa nousas*.

A trader named Nelson offered a

an attempt to buy time.

At last, we produced the piece de resistance; our waterproof Sony Walkman

What impressed us overall about trading was the innate sense of fairness. We wanted the museum-quality carvings, and the carvers wanted our flashlights, saws, fabric and paintbrushes. Never did we have the feeling we were being had or getting a carving of substandard quality as might happen in Fiji.



dazzling ebony mask that absolutely captivated us. We began the session. Quickly, we reached a stalemate. Nelson wanted too much cash. We hemmed and hawed; Nelson and his buddies spoke silently to each other with sidelong glances and barely perceptible nods. By this time, we had a few signals of our own.

The trading process in the Solomons, we had learned, is almost as much of an art form as the carvings. It involves a lot of wheeling and dealing, subtle body language and terrific poker faces. Nelson refused to

Lisa began tearing open cupboards, searching for something to sweeten the trade.

budge on his price and started to pack up.

We were inwardly frantic. By now we had to have that mask. Trading can make you a little crazy. Lisa began tearing open cupboards, searching for something to sweeten the trade. Popcorn was served in

Typical village in the Marovo Lagoon.

with a Willie Nelson tape blaring and lots of batteries. Nelson began unpacking and started going through the sailbag again. Relieved, we eventually worked out a deal

A deal was a deal in the Solomons and both sides were equally keen that the other was satisfied.



Cutter at 2 years old on 'Yankee Lady.'

that included bed sheets I didn't want to part with. The trade took three hours. We were exhausted.

We left Marovo Lagoon and headed for Rendova Island and the village of Egholo, which was said to produce superior carvings. (Egholo is difficult to find from Lucas' book, as he misidentifies the place as Buruku. He gives a good description of the harbor and village, but Buruku is about a mile south of Egholo. Skip it and head for Egholo.) As promoted, the carvings there were magnificent and we traded until we had no more money, barter items — or T-shirts! Then on to Gizo, a shanty administrative town where you can buy diesel, eat dinner at a restaurant and mail letters. Sometimes the telephones work, most times they don't.

It's among these islands, by the way, that John Kennedy lost PT 109. A small museum in Rendova harbor commemorates the event.

Many yachts check out in Gizo, but we forged on to the Shortland Islands and officially left the Solomons from there. By then, our 2-year-old had developed a skin infection and we were anxious to get to the "civilized" town of Kieta in Papua, New Guinea, and find a well-trained doctor. One final note: you can't buy fuel in the Shortlands so top off your tanks in Gizo.

By the way, we never did find the perfect *nousa nousa*. Guess we'll just have to go back.

— alicia shepard &  
robert hodierne

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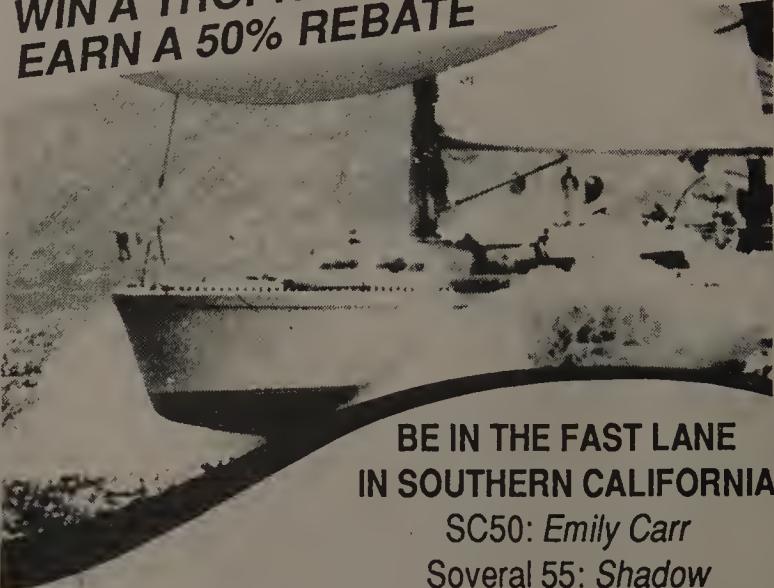


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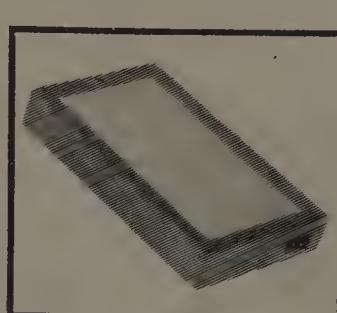
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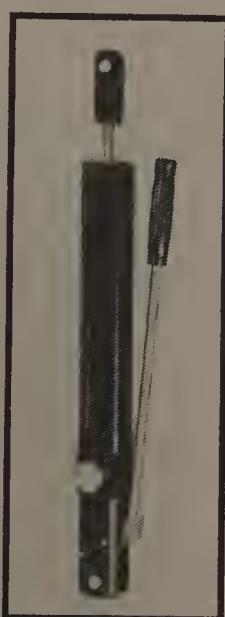


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# WORLD OF

With reports this month on bareboat chartering in Tahiti; instructional charters in Southern California's Channel Islands; and various charter notes.

## Bareboating Tahiti

When making Papeete room reservations by phone, we were exceptionally careful to make certain the agent understood our arrival time and date so that we could be sure to get some rest after the long flight. Deplaning at 1:30 a.m., we were told that our room would be ready that noon — and that no other accommodations were available before then. Second guessed, again!

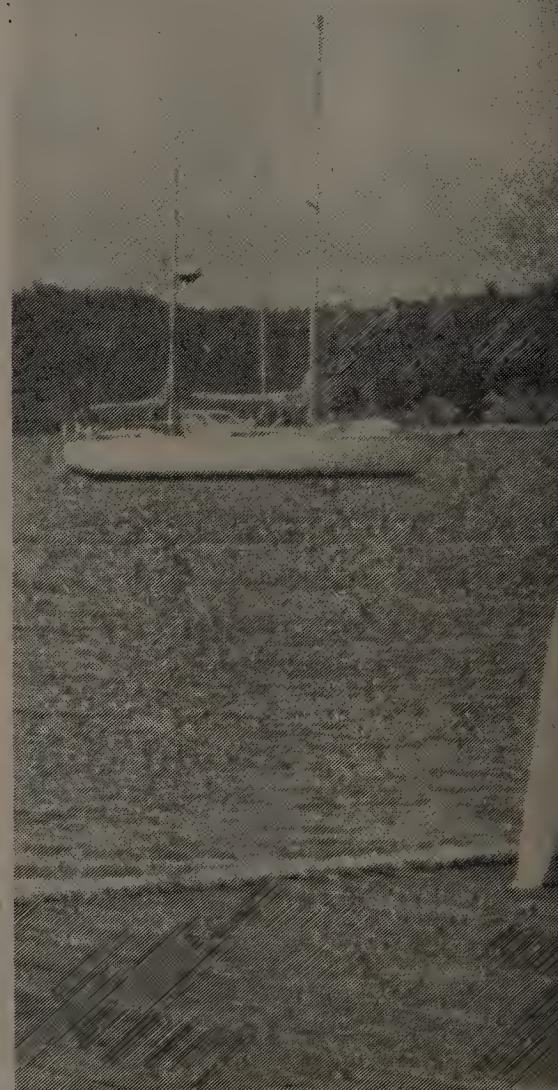
You can get to The Moorings marina in Raiatea by flying on Air Tahiti or by sea aboard one of three ferries or even a small local freighter. The ferry is the most fun, and since it takes overnight to get there, you can buy a cabin ticket and save a night's hotel bill.

The arrival and departure of the ferry is a major event in these islands. A couple of hours before sailing time, the 'roach coaches' start setting up in the parking lot of the ferry landing. These are vans that open up on both sides with a counter and stools. Quite a few of them specialize in Chinese food with a tailgate wok turning out an impressive menu. Others offer crepes of every

a slight premium to sit in airline type seats where the TV is on until the signal fades. Then everyone smokes. The remaining passengers — and by far the majority — camp out on the benches on deck.

Just after dawn, the ferry arrives at the island of Huahine. This is a quiet island where the only thing exciting that happens is the arrival of the ferry. Naturally, the vendors have set up in advance so the passengers can come ashore for breakfast. The pastry is known throughout the islands. Along with the entrepreneurs there is an amazing contingent of islanders who show up just to watch the ferry arrive and depart. By and by, the whistle blows and we all get back aboard. The ferry clears the harbor and Huahine and the island goes back to sleep for a couple of days.

Arriving in Raiatea we find Marie France has no rooms available either, but she is happy to take us wherever we need to go. We find this wonderful attitude everywhere on the island. Everyone seems to feel personally responsible for our welfare even if they have nothing immediate to gain from



Moonings where we decided we could easily spend our vacation and just forget the sailboating.

I normally don't expect much from a charter boat and I'm never disappointed. The Beneteau 432, however, is a sailor's boat. Like all charter boats, it could easily use more sail area, but the similarity ends there. The 432 sails easily and points high. The underbody is clean with a winged, dagger keel and a deep, skegless rudder. She likes to be sailed all the time, but the forces on the wheel are light with little weather helm. This may sound like a sales pitch, but it's true. Under power she handles like a fishing skiff. I wanted to get in a small boat handling drill with one of the crew who has little experience with sailboats, but I was disappointed to not be able to demonstrate the orneriness of a sailboat backing down and other such challenges. The Beneteau refused to be cantankerous. We threw a



LATITUDE/KAY

description, pizza, ice cream and desserts, and even hamburgers.

Once the ferry gets underway, everybody watches the lights of Papeete fade in the distance and then goes to bed. A few have paid for cabins. A few more have paid

Waterfalls, goats and solitude are among the attractions of Baby's Harbor on the north shore of Santa Cruz Island.

it. It is decided by committee that we would be best off at the Sunset Beach Resort and so we were. This is a new place next to The

# CHARTERING



LATITUDE ARCHIVES

*Oui Oui! The world class view from the Oa Oa Hotel in Bora Bora.*

fender in the water and docked with fantastic ease.

The first island we visited was Tahaa. It is actually within the same barrier reef as Raiatea. Some nice fjord-type bays are to be found on Tahaa, a vanilla plantation island. Its development is highly controlled and it should remain one of the most beautiful of the Leeward Islands.

With light winds, we motorsailed to Bora Bora and dropped in at the Bora Bora YC and the Oa Oa Hotel. Both welcome yachties and are great places to eat, drink, meet other sailors, and just hang out. The rest of Bora Bora does not live up to its hype. We rode out a squall that stirred up the lagoon so we weren't able to scuba as planned.

Huahine is another beautiful island. Too

late we realized that it should have been our first destination. We anchored in a magnificent bay, but before we could enjoy it a depression swooped in and gave us a beating for two days. The calendar then called us back to Raiatea and we had a "just right" broad reach back. On Raiatea the Faaroa River provided a jungle river dinghy cruise that was an unexpected highlight.

There are quite a variety of attractions ashore on the islands, including an anthropological tour, jeep and horseback tours, hotels — both primitive and fancy — windsurfers and jet skis, scuba and snorkeling, luaus, bars and restaurants. Best of all is just to lay back and take in the scenery and island life.

The Moorings is the sixth charter outfit I have patronized. They are not the cheapest, but will hereafter be my first choice. The Tahiti operation is definitely first class. The boats were very clean and a good thing, too

— the mate is very fussy. We like a diet low in fats and no sugar; The Moorings provisioning was surprisingly in conformance.

After the ferry ride back to Papeete, we caught another ferry to Moorea and stayed a night at the Moorea Village Hotel. This was another unexpected jewel that cost less than a hotel in Papeete — even when the cost of the ferry was included. Moorea is to Papeete as Kona is to Honolulu. The idea is to get out of Papeete as soon as possible — just like Honolulu.

— kenny danielson  
Incline Village

## Santa Barbara Instructional Charters

Santa Barbara's four Channel Islands, lying some 22 miles offshore, can provide challenging sailing for both the neophyte and seasoned cruiser. While spring winds can work up to gale force for two or three days on occasion, by late May and June the diurnal pattern of coastal westerlies — referred to by Richard Henry Dana as California's tradewinds — begins settling in. 'Windy Lane', the area roughly bounded by the shipping lanes and north shores of the islands, can on many an afternoon force a second reef and test that new set of foul weather gear. With no mooring buoys or slips, few navigational aids and virtually no facilities ashore, this is a perfect environment to hone seafaring skills — coastal and celestial navigation, anchoring, reefing, heaving-to, heavy weather management as well as use of spinnaker and light air sailing.

Two boats have been offering hands-on learning experiences among these islands for over 15 years. Both are owner-operated and equipped for coastal and offshore cruising. Both are also TransPac vets. Mike Pyzel conducts three and four day cruises aboard his modified Cal 28 Caballo Blanco (Pyzel Navigation, 805-640-0900). John and wife John Sanger offer three, four and five-day cruises aboard their Valiant 40 Grebe (Educational Cruising, 805-967-4700). Prices run from \$140 per person per day and include all meals and beverages.

Brooke Sawyer (Navigators Channel Island Cruise, 805-969-2393) also provides one to five-day learning experiences on relaxed coastal cruises aboard his Cape Dory 33, Mary Powell. Prices vary with the length of the cruise.

Santa Barbara Sailing Center (805-962-2826) offers various levels of instruction, beginning with short coastal sails on smaller boats and working up to large boats for advanced cruising techniques. They certify charterers for use of their sizable bareboat fleet. Prices vary with the length and level of instruction.

— john sanger

# WORLD OF

Readers — If you're not familiar with Santa Cruz Island, the most popular of the Channel Islands, the following information is provided by the Nature Conservancy:

"The Chumash Indians inhabited approximately one dozen villages on Santa Cruz Island into the mid-16th century. The last of the Chumash were removed to Franciscan missions on the mainland in the early 19th century. Ranching began on the island in the 1850's. This enterprise became the Santa Cruz Island Company and produced such goods as cattle, sheep and wine for export to the mainland from the mid-19th into the 20th century. In 1937, Edwin Stanton of Los Angeles acquired the western 9/10's of the island from the Caire family. Edwin's son, Dr. Carey Stanton, moved to the island in 1957 to run the Santa Cruz Island Company.

"In 1975 Dr. Stanton approached the Nature Conservancy about a possible joint conservation effort to ensure the preservation of the island. Through a generous arrangement with Dr. Stanton and an outpouring of public support, the Nature Conservancy was able to acquire a limited interest in Santa Cruz Island by 1978, which interest was to mature to full ownership of approximately 90% of the island not later than 2008.

"Dr. Stanton passed away in December 8, 1987 and an era of private family ownership and management of Santa Cruz Island came to an end. At the time the Nature Conservancy assumed full responsibility for ownership and management of the western 90% of the island.

"The largest and most topographically diverse of the eight Channel Islands, Santa Cruz Island stretches approximately 24 miles, and encompasses 62,000 acres of land. Among the resources found are examples of metamorphic, igneous and sedimentary rock, major earthquake faults, Indian middens, freshwater streams, creeks, springs, and biotic communities that range from grassland to riparian woodland to coastal beaches and dunes. With its pristine coastline, two mountain ranges rising to 2,400 and 1,500 feet, pastoral central valley, and endemic plants and animals, Santa Cruz Island resembles a miniature continent.

"The island supports a remarkable flora and fauna. Over 600 kinds of plants are found on the island in ten different plant communities. About 40 plant types are found only on the Channel Islands, and eight of these only on Santa Cruz Island. Notable examples of the Santa Cruz Island endemic plants include Santa Cruz Island ironwood and island oak. Over 130 species of land



birds have been identified on the island.

"The Santa Cruz Island scrub jay is representative of island endemism, being larger and bluer than its mainland counterpart. Of the 13 species of terrestrial mammals (nine of which are bats) on Santa Cruz Island, the Santa Cruz Island fox is a well-known endemic animal characterized by its small size, daytime foraging habits and docile nature. Hundreds of seal and sea lions find refuge in the island's protected coves. The 77 miles of shoreline cliffs, beaches, offshore rocks and tidepools provide an important breeding habitat for colonies of nesting sea birds and support a wide variety of crustaceans, mollusks and other shoreline animals and plants.

"Removed from extensive human impact by its local and history of private ownership, Santa Cruz Island and its unique assemblage of landforms, habitats, and plant and animal

Fiji: where we'd like to be right now. Look for a report in these pages next month.

life stand as a living example of undeveloped America."

It's amazing how certain organizations offer sanitized versions of things. There's not a word, for example, in the Nature Conservancy report on Santa Cruz Island's role in the history of smuggling booze and drugs. Still, it's a great place to tromp around, a place that's much larger than it seems until you start climbing some of the hills.

## Charter Notes

Readers may recall that two years ago Mike and Louise Mahoney, long time Catalina 27 sailors out of Marina del Rey, gave up their home and careers to buy a Morgan Outisland 41 and take a stab at the charter trade in the Virgin Islands. After a

# CHARTERING



RONNA NELSON

think you have to be a sailor to enjoy such a vacation. And if you are a sailor, you can do all of the sailing without having to worry about hidden reefs or dragging anchors. Or grocery shopping, or cooking, or dirty dishes. The breezes in the Caribbean are warm and steady, the water is so clear you can see 40 feet down, and the anchorages are so calm and flat that most people don't even feel that the boat is floating. Unlike seeing the same sights everyday at a resort hotel, charter guests see new places and faces every day, and new sunsets every night. And there are no extra charges for anything, including *pina coladas*, windsurfers, snorkel equipment, rum punches, filet mignon, lobster BBQs and the like."

Old friends and potential charterers can contact the Mahoneys at 3935 Country Club Blvd, #12, Cape Coral Florida 33904. Their phone number is (813) 945-7863.

Folks chartering in the Virgin Islands and wanting to find a nice anchorage free of charter boats might consider **Coral Bay** on the windward side of St. John. Something of a funky community, Coral Bay is starting to move a little upscale; they recently had a very successful music festival and some new restaurants have appeared. There's a new pride in the community as evidenced by a day-long Coral Bay Clean-Up sponsored by the Coral Bay YC. The Clean-Up was a huge success as 20 vehicles were removed from the area, tons of other trash, and more than 100 pounds of small pieces of garbage hand-picked out of the mangroves. A Pig Roast was held to celebrate the occasion, which was attended by no less than sailing buff Walter "And that's the way it is" Cronkite.

A reader, whose name we can't read, noticed the following inscription on a flag at the **Admiral's Inn**, English Harbor, Antigua:

Dear Lord above, send down a dove  
With wings as sharp as a razor  
To cut the throats of them there blokes  
Whot cells bad beer to sailors.

The author of the above little ditty couldn't spell, but you've got to admire his way with words...

Moving on: "Our 14-seater DeHavilland Heron gave us all a clear view of the waters below — a rainbow of turquoises, blues and greens, outlined by the white foam of surf breaking on the reefs. As far as the eye could see, the reefs wove their unruly ways between the islands like streaks in a slab of marble. I searched for the familiar triangular speck of a sailboat on the water. An hour in

the air and only the whitecaps, stirred up by the southeast tradwinds, came into focus over the dark blue of the deep water..."

How's that for a teaser? Unfortunately, because of time, space and ambulatory problems (see *Changes In Latitudes*), we'll have to promise for the second time in a row to feature the rest of that report on Club Nautique's **Fiji charter** next month for sure. Believe us, just the pictures are worth the wait.

We also have a feature article in the works about chartering in **Australia's Whitsunday Islands**. One of our editors just got back from a trip Down Under, and he's bursting with information about Sydney, the beautiful Whitsundays and the nearby Great Barrier Reef. After sailing one of Queensland Yacht Charter's roomy Lexcen 42s about the Whitsundays for a week, he's completely sold on the area: Forget the Caribbean, he says — the Whitsundays are the next great chartering destination! Look for his report in the June *Latitude*.

We'll leave you folks with a reminder:



LATITUDE/ROB  
*Unlike the koala bear in the Qantas commercials, we loved Australia.*

now is the time to make your arrangements for summer charters, be they in the Pacific Northwest, Southern California, Greece/Turkey and the Med, the Sea of Cortez, the Caribbean or wherever. Remember, it's later than you think!

little more than two seasons and 62 charters, they sold the uncomfortably small **Angel Eyes** and bought a condo on the west coast of Florida 130 miles south of Tampa. But that's not to say they've given up the charter game. They'll be running the Irwin 52, **Bon Vivant**, out of the Virgins from November to July — the very best sailing months in the Caribbean — and spending the rest of the year at their place in Florida. They're far from the first ones to discover that chartering 12 months a year is about six months too much. Here's their pitch for crewed charters:

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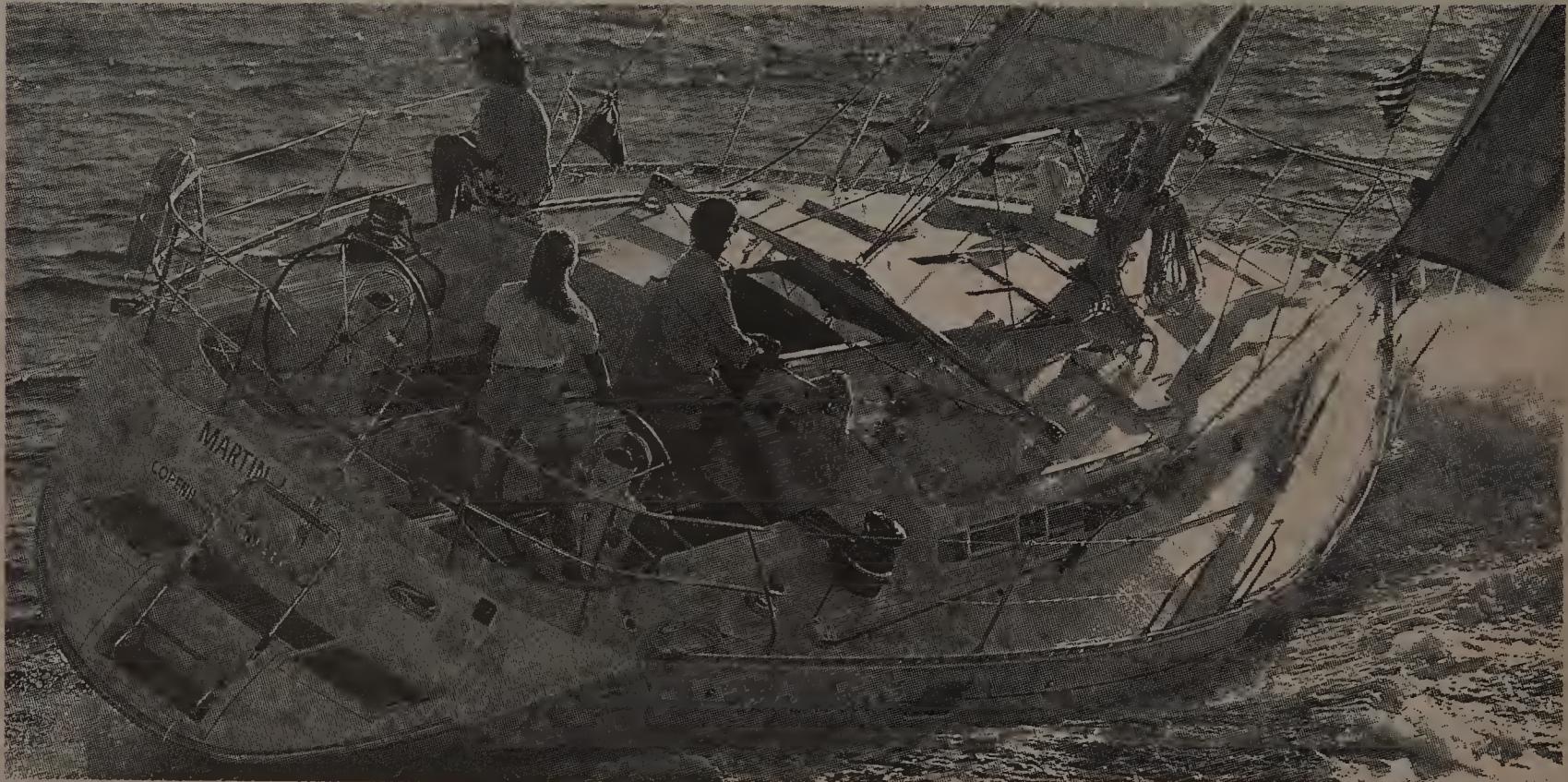
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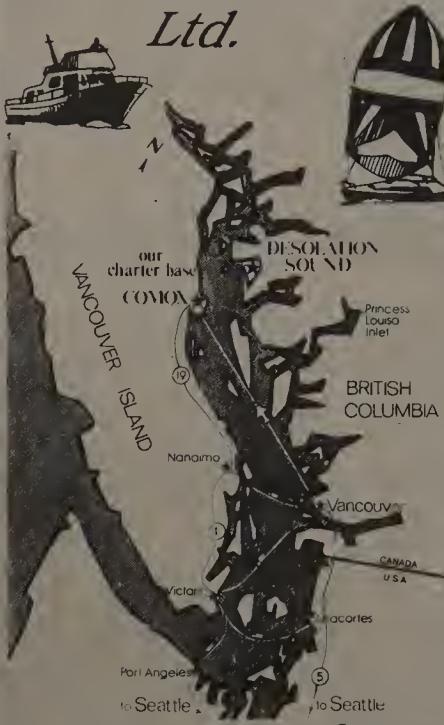
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# THE RACING

Squished into the following ten pages are reports on the **Ultimate Yacht Race** in Hawaii; a gathering of the **505/I-14** clan at Saint Francis; the new, improved **Resin Regatta**; Colin Case's **National Biscuit** wins a rematch with **Wall Street Duck**; the lake circuit kicks off with the **Camellia Cup**; a bad day for multihulls in the **Doublehanded Lightship Race**; a newcomer wins the **Bullship Race**; the **SBRA** season opener on the Richmond Riviera; a straight-forward **Wheeler Regatta**; and billions and billions of race notes.

## Ziti Explodes on Ultimate Scene

No one would have bet on Bay Area sailor Wayne Womack's Ultimate 30 Team Ziti to have made it to Oahu's North Shore for the Ultimate Yacht Race on April 5-8. Fewer still would have bet on her to win. However, with Australian America's Cup and match racing ace Peter Gilmour at the helm — and with owner Womack and Bay Area sailor Doug Miller among the 8-man crew — Team Ziti overcame the odds and skated away with the \$49,500 first place check.

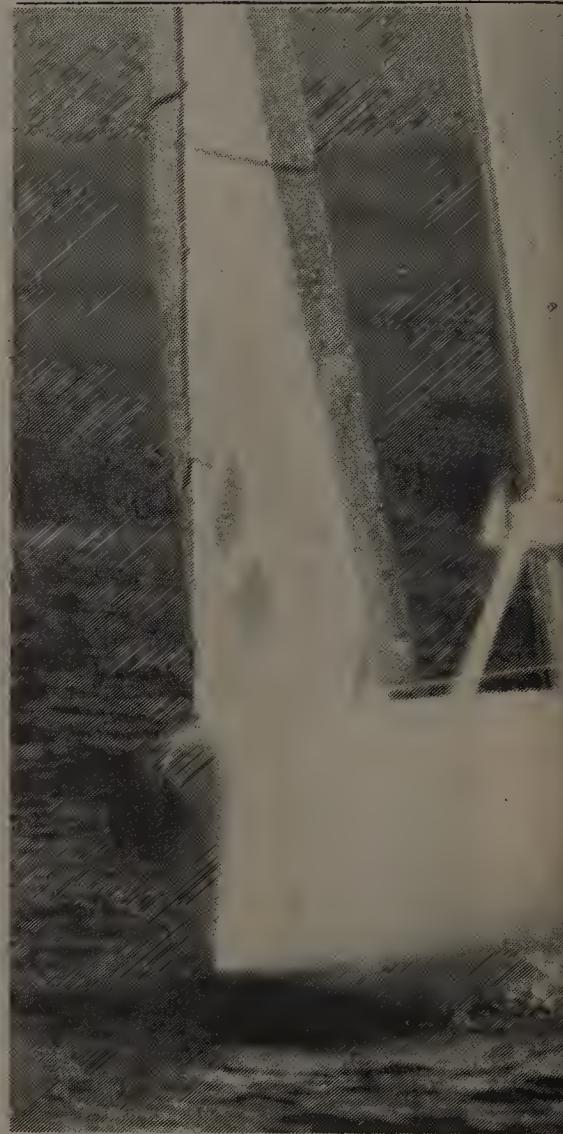
That the brand new neon pink Iain Murray design arrived in AlohaVille at all was the first miracle. Finished too late to arrive by freighter, the Australian-built Ziti was bundled onto a plane, arriving only after stops in Tokyo and Los Angeles (talk about frequent flyer miles!). The virgin boat, which resembles a blown-up Aussie 18 skiff, was

Womack et. al. needn't have worried, as they went on to take two of the three preliminary heats (good for \$10,000) as well as the final winner-take-all Ultimate Yacht Race. In the surprisingly light air 6.5-mile finale, Team Ziti sailed from fourth to first place on the second leg after she split from the leaders and headed offshore. When the fleet converged at the mid-course gate, Ziti had a comfortable lead, one which she easily held onto for the next four legs.

Team MacLaurin Techno Yachts, owned by John MacLaurin and sailed by Kimo Worthington (with Tom Ducharme, Zan Drejes, Hartwell Jordan and Jim Barton among the crew) won the battle for second. Interestingly, Ziti and the Davidson-designed Techno Yacht represent completely different design approaches: although both are set up primarily for light air performance, that's where the similarities end. Ziti is narrow forward and full aft, with low freeboard and lots of mast rake, allowing large overlapping headsails and a small, low aspect main. The wild-looking fluorescent green Techno boat is just the opposite: very full forward, high freeboard and an oversized boom for a low aspect ratio main. "It looks like a 34-footer with four feet cut off the bow," explained on-the-water race manager Jim Taylor.

The veteran Flyer, sporting a much longer spinnaker pole and bigger kites, came in third — but only after Russell Long's Team Duraflame got burned when a crewmember fell over during a jibe. Long, in second place at the time, purposely capsized the boat (hoping the crewmember could swim back to them), but this tactic proved costly, and Duraflame never really caught fire again.

In the 11-boat One Design 14 fleet, Seattle "amateurs" Jonathan and Charlie McKee gave the "pros" a complete set of sailing lessons, winning all four preliminary heats and then the final big bucks bash. For their efforts, the brothers netted \$9,250, which they've entrusted to USYRU in order to preserve their amateur status. "We're keeping our options open for the next Olympics," claims Jonathan.



With the demise of the other cash circuit (ProSail), the Ziploc Ultimate series really seems to be gaining momentum. In fact, a Canadian Ultimate Yacht Race "franchise", scheduled to begin in September in Toronto, was recently announced. Fortunately for us, the next stop on the U.S. 1990 Ultimate tour is right here in on the Bay (June 6-10 out of St. Francis YC). With as many as six more Ultimate 30s poised to join the fun (Colin Case's, Leon Daniel/Bruce Powell's, Russ Silvestri's, the old Chew, the new Florida-based Moon Development and a new boat from Seattle), the upcoming dash for cash promises to be the biggest and best of the Ultimate showdowns to date. Pray for wind — lots of it!

ULTIMATE 30 — 1) Team Ziti, Peter Gilmour, Sydney, Aus., \$59,500; 2) Team MacLaurin Techno Yachts, John MacLaurin/Kimo Worthington, Los Angeles, \$27,500; 3) Maryland Flyer, Mike Hobson, Annapolis, \$16,500; 4) Chattanooga Chew Chew, Bill Ziegler, Darien, Conn., \$12,700; 5) Team Duraflame, Russell Long, San Francisco, \$5,500. (5 boats)

ONE DESIGN 14 — 1) Team Club Sportswear, Jonathan & Charlie McKee, Seattle, \$9,250; 2) Turtle Bay Hilton, Olle Petter Pollen/Knute Frostad, Oslo, Norway, \$3,125; 3) Big Dog Sportswear, Ed Baird/Kevin Burnham, St. Petersburg, FL, \$1,500; 4)

LATITUDE/ROB

Australian skiff sailor Peter Gilmour steered 'Team Ziti' to victory in her Ultimate debut.

hastily assembled; the Ziti team sailed out to the start with no idea whether their new dog would "hunt" or "bark".



COURTESY MEDIA PRO

*This is not your father's Oldsmobile! It's 'Techno Yachts', John MacLaurin's new fluorescent green Ultimate 30.*

High Seas Racing Team, Stu Johnstone/Cam Lewis, Newport, RI, \$1,000; 5) Team Asahi Jyuken, Andrew & Warwick Crisp, Roseville, Australia, \$625; 6) Team Wondolleck, Tom Wondolleck/Mike Jankowski, San Francisco; 7) Team Ziploc, Peter Johnstone/Devon Coughlin, Newport, RI; 8) European Ocean Freight, Paul Dickey/Karl Anderson, Honolulu; 9) Larson/Rosenberg Racing Team, Chris Larson/Steve Rosenberg, Clearwater, FL; 10) Sailing World, Greg Ball/Grant Griffiths, Auckland, NZ; 11) Continental Airlines, Bobby Wilmont/Russell Coutts, Sydney, Aus. (11 boats)

#### 505/I-14 Regatta

"Welcome to the Earth Day Regatta," joked Saint Francis YC race manager Matt Jones at the Saturday morning skipper's meeting. "Extra credit will be given to all green boats."

Jim Wondolleck, owner of the green 505 *Hog*, was pretty excited by that news. Fact of the matter was, however, he didn't need any help winning the St. Francis 505/I-14 Invitational held on the light air, drizzly weekend of April 21-22. Wondo's 5,2,1,1,2 performance put him firmly at the head of a tough 15-boat 505 fleet. Meanwhile, Mark Starratt and Zach Berkowitz tied in the 8-

boat International 14 fleet, with the nod going to Starratt after the throwout.

"This is a great group; they're all good



'Ziti' pops around the weather mark en route to earning her \$49,500 paycheck.

racers, and they know how to have fun!" said Jones. They also seem to have cornered the market on clever boat names. A

sampling of the names you won't see in the final results include *Twinkles: The Hound From Hell, Spaceman Spiff, Hose-a-Rama, and Lizard of Odds*.

505 — 1) Hog, Jim Wondolleck/Jay Kuncl, 5.5 points; 2) Teacher's Pet, Jeff Miller/Bruce Heckman, 11.75; 3) #8084, Bob Sutton/Jim Maloney, 13.75; 4) Crunchy Veggies, Bill Jager/Robert Park, 18; 5) Cahoots, Paul Tara/Meade Hoskins, 20.75. (15 boats)

I-14 — 1) Pure Juice, Mark Starratt/Peter Mohler, 4.5 points; 2) Scared Skiff, Zach Berkowitz/Karl Baldauf & Gordon Clute, 5.5; 3) Banana Peel, David Klipfel/David Bernstein, 13; 4) No Name, Alan Laflin/Horace Reynolds, 14; 5) Molly's Playpen, Graham Skinner/Henry Skinner. (8 boats)

#### Resin Regatta

A whopping 119 boats in ten one-design fleets sailed in San Francisco YC's always-fun Resin Regatta on April 21-22. For the first time, a split venue was used — the racer/cruisers sailed on the Course of Hard-Knox, while the hotrods enjoyed Berkeley Circle courses. The change to dual race tracks was a popular one, as it made for less time between races and better course

selections.

The three race series (two on Saturday in light air; one on Sunday in more moderate air) marked the first time in recent memory that the Stars have sailed on the Bay outside of their annual Calvin Paige

# THE RACING

Regatta. Aside from their notable appearance, everything was about the same as last year. "The Etchells fleet remains by far the most knowledgeable group — it's a real treat to watch them sail," said a member of the SFYC race committee, who also observed, "The J/24s wouldn't know what to do if the first start didn't result in a general recall."

Trophy winners, each of whom received wire sculptures of their respective one-design classes, follow:

#### KNOX COURSES:

CAL 2-27 — 1) **Splash**, Donald Walter, TYC; 2) **Temptation**, Rollye Wiskerson, RYC; 3) **Con Carino**, Gary Albright, RYC. (8 boats)

ISLANDER 28 — 1) **Jose Cuervo**, Sam Hock, SYC; 2) **Gabbiano**, Chuck Koslosky, SYC; 3) **Zephyrus**, John Farley, TYC. (6 boats)

RANGER 23 — 1) **Twisted**, Don Wieneke, SYC; 2) **Impossible**, Gary Kneeland, SYC; 3) **Thalassa**, Sauk/Youngling/Cihak, SYC. (10 boats)

SANTANA 22 — 1) **Shazam**, Bud Sandkulla, IYC; 2) **Nemesis**, Susie Madrigall, SFYC; 3) **Hot Ruddered Bum**, Eric Frieberling, SCYC. (9 boats)

CAL 20 — 1) **Tension II**, John Nooteboom, CYC; 2) **Farmers**, Richard Von Ehrenkrook, Cal SC; 3) **Aolele IV**, Julian Barnett, SFYC. (16 boats)

#### OLYMPIC CIRCLE:

ETCHELLS 22 — 1) **Mr. Natural**, Bill Barton, SFYC; 2) **Ultraviolet**, Don Jesberg, SFYC; 3) **No Name**, Chris Perkins, StFYC. (23 boats)

EXPRESS 27 — 1) **Mantis**, Rich Toffe, NoYC; 2) **Salty Hotel**, Mark Halman, RYC; 3) **Abigail Morgan**, Ron Kell, CYC. (19 boats)

SOLING — 1) **Delusions of Grandeur**, Bob Baldino, RYC; 2) **Second Edition**, Mark Murray, CYC; 3) **Olive Oil**, Kevin Reilly, CYC. (5 boats)

STAR — 1) **No Name**, Stephen Gould, StFYC; 2) **No Name**, Douglas Smith, StFYC; 3) **Betelgeuse**, Charles Collins, Cal YC. (6 boats)

J/24 — 1) **Grinder**, Jeff Littfin, SeqYC; 2) **How Rude**, Walecka/Hodges, SCYC; 3) **Sweeney Todd**, David Menis, RYC. (22 boats)

#### Duck Chokes on Biscuit...!

"We were stupid," said Carl Schumacher, upon being asked to sum up the San Francisco Challenge Cup succinctly. Schumacher was part of the Saint Francis YC crew of *Wall Street Duck*, which challenged unsuccessfully for the Cup against San Francisco YC's *National Biscuit* on March 31 - April 1. "We certainly had the potential to win, but couldn't put it together,"



*A familiar sight during the SF Challenge Cup: the 'Biscuit' leading the 'Duck'.*

admitted Carl, who, as the designer of both boats, really couldn't lose.

Theoretically, the bigger, masthead rigged Duck — which spotted the *Biscuit* 2.1 seconds a mile — had the advantage, as the bigger boat should dominate the smaller one in match racing. At least, that's what happened the last time these two boats squared off in a different challenge race. This time, however, it was the *Biscuit*'s turn: she won the series 3-1, though not without a fight.

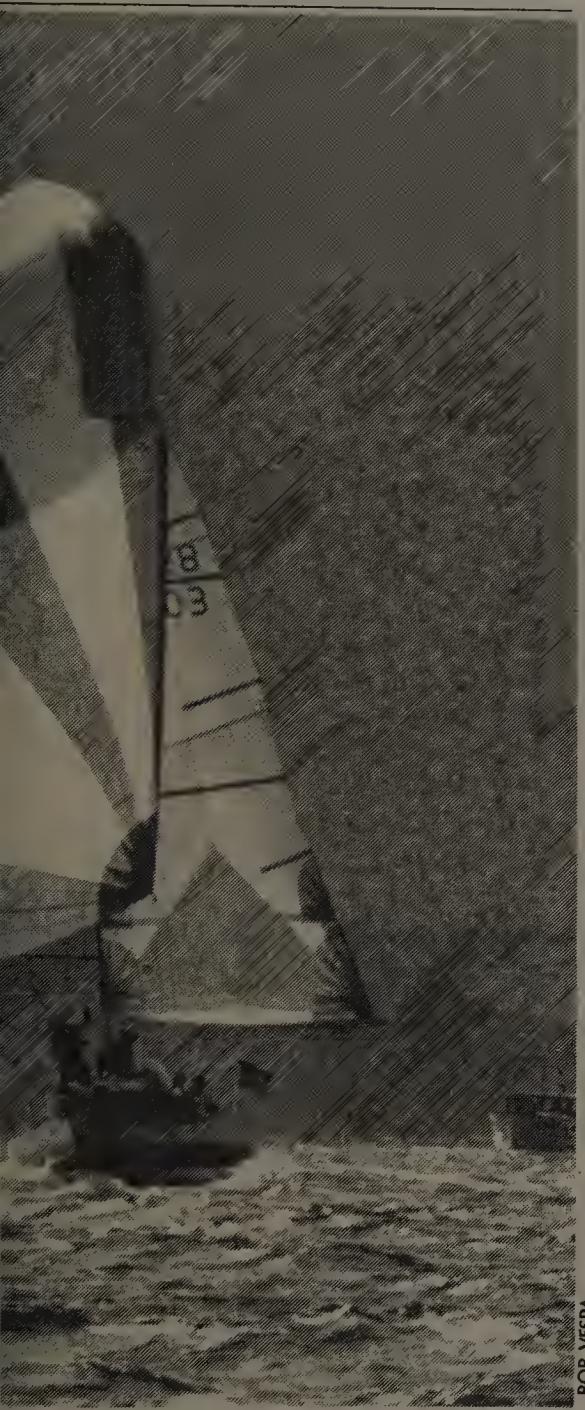
San Francisco YC's always-aggressive helmsman, Jeff Madrigali, was in the *Duck*'s face at the first start, going on to win boat-for-boat over the triangle, windward/leeward race course. That more or less set the tone for the weekend...

Two attempts at getting the second race off on Saturday failed, both times because of race committee foul-ups in the starting procedures (hard to imagine, given the make-up of the committee: Hank Easom, Ted Gazulis, Chuck Winton, Joe Keenan,

Duncan Kelso, Steve Taft and Pete Fromhagen). No one, however, voiced any complaints about the newly instituted on-the-water judging system, even though judges Tom Allen and Roger Eldridge waved off all six protest flags that were tossed.

After Saturday night's "budget-denting" dinner party for everyone at the San Francisco YC clubhouse, the battle resumed on Sunday. The Chris Corlett-driven *Wall Street Duck* corrected out to a 17 second win in the first race of the day, but when the breeze picked up, the *Biscuit* romped away with the next two races (boat-for-boat) and the series.

Racing for the victorious San Francisco YC were driver Madrigali, tactician Tad Lacey, owner Colin Case, John Andrew, Bill Barton, Jim Davies, Mark Dowdy, Greg Felton and Mark Maymar. The second place



BOB VESPA

Saint Francis team, in addition to Corlett and Schumacher, consisted of starting helmsman and tactician Mark Rastello, owner Jim "Elroy" Robinson, Doug Holm, Tim Ryan, Billy Brandt, Greg Prussia and Mark "Bullethead" Martel.

This was the 24th year the San Francisco Challenge Cup has been contested, with StFYC still holding a substantial edge (16-8) over SFYC despite their current losing streak. Next year, dockside rumor has it that the friendly rivalry will finally be sailed in one-designs (as opposed to handicap racing). It'll be interesting to see which class is selected.

### Camellia Cup

Folsom Lake YC's 24th Annual Camellia Cup attracted around 100 boats over the weekend of April 21-22. "Last year we only had 80; the year before that the regatta was cancelled due to lack of water," explained race chairman Douglas Lent.

"We're definitely making a comeback."

The racers were treated to two light air races on Saturday, followed by the "party of the century" that night at Browns Ravine Marina. Over 400 chicken and rib dinners were served, followed by an outdoors dance party with music by the favorite Camellia Cup band "Spring Water Express". For better or worse, beer and wine were only 75 cents a pop: "I'm still recovering!" lamented Lent on the following Monday.

Sunday's race was more exciting, as a 15-20 knot breeze caused numerous capsizes. At least it gave the Folsom Lake YC crash boats, as well as an 18-foot inflatable manned by DART (Drowning and Accident Rescue Team) volunteers, something to do that afternoon.

Overall winner of the Camellia Cup (based on posting the best record in the biggest class) was Mark Verutti on his blue Santana 20 *Moonshadow*. Mark, with his wife and small children as crew, took three bullets in the Open Keel Blue division. In the finest tradition of family lake sailing, the Veruttis also spent Saturday night on their diminutive Tuna 20.

**CRUISER (PHRF > 181; non-spinnaker)** — 1) No Name, Space Sailor, Mike Bringolf; 2) Therapy, Catalina 25, Gary Rowett; 3) No Name, Capri 26, Phil McCaleb. (11 boats)

**OPEN KEEL RED (<189)** — 1) Magic Jammies, Wavelength 24, Charles Witcher/Sherron Hart; 2) No Name, Moore 24, John Robertson; 3) Poco-a-Poco, J/22, George Koch. (14 boats)

**OPEN KEEL BLUE (>190)** — 1) Moonshadow, Santana 20, Mark Verutti; 2) No Name, Santana 20, Gino Simone. (8 boats)

**CATALINA 22** — 1) Late Start, Tom Page; 2) Slithey Tove, Terry Cobb; 3) Victory, Bob Baker. (10 boats)

**CAPRI 22** — 1) Rat Racer, Douglas Lent; 2) Steamboat Willie, Lowell Richardson. (5 boats)

**HOBIE 16** — 1) David Hinds; 2) Bob Brown. (5 boats)

**OPEN CENTERBOARD RED** — 1) Bob Radcliff, Buccaneer 18; 2) Carl Rice, Buccaneer 18. (6 boats)

**OPEN CENTERBOARD BLUE** — 1) Kim Zetterberg, Finn; 2) Mike Eichwald, Laser. (5 boats)

**OPEN MULTIHULL** — 1) Mike Rayfuse, Hobie 18; 2) Steve Woods, Nacra 5.5. (10 boats)

**CORONADO 15** — 1) Even Now, Bill Hilsinger; 2) Manukai, Travis Wilson.

**THISTLE** — 1) Robbie Thomas; 2) Brian Pace; 3) Tim Doda. (11 boats)

**KEELBOAT PERPETUAL** — Moonshadow, Santana 20, Mark Verutti.

**MULTIHULL PERPETUAL** — Mike Rayfuse, Hobie 18.

**CENTERBOARD PERPETUAL** — (tie) Bill Hilsinger (Coronado 15) and Kim Zetterberg (Finn).

### Doublehanded Lightship Race

Island YC's Doublehanded Race on April 14 wasn't a particularly good day for multihulls. First, Joe Therriault's Buccaneer 33 trimaran ran afoul of the South Tower Demon on the way back in. Inexplicably, Sundowner spent nearly 20 minutes "glued" to the Tower and ultimately had to be rescued by the Coasties. After Sundowner defaulted, Andrew Pitcairn's F-27 *Pegasus* was left to finish first, which it did in the third fastest time (3:20:02) ever in the 9-year-old history of the race. Then, more bad news for multihulls: after finishing second in fleet boat-for-boat, Ray Wells' F-27 *Wingit* flipped while under spinnaker off Pier 39. It, too, needed to be rescued.

Monohulls, however, had a relatively



NICK MENZIES

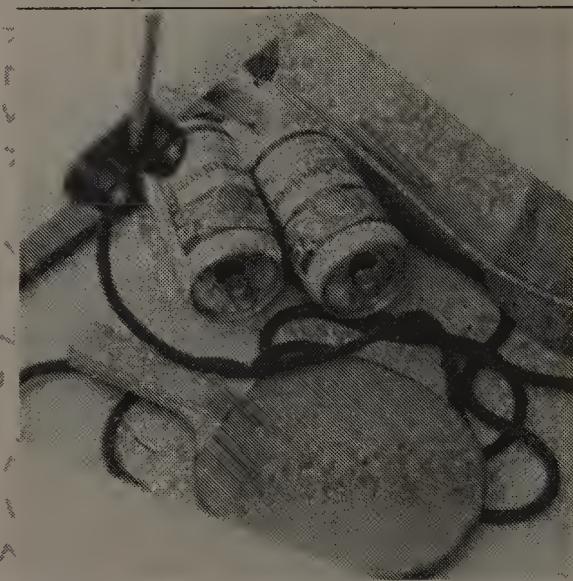
*'Sundowner' attacks the South Tower in the Doublehanded Lightship Race.*

easy day on the 25-mile moderately windy (15-20 knots) course. A pair of Tiburon YC-based Wylie designs that both rate 141 had

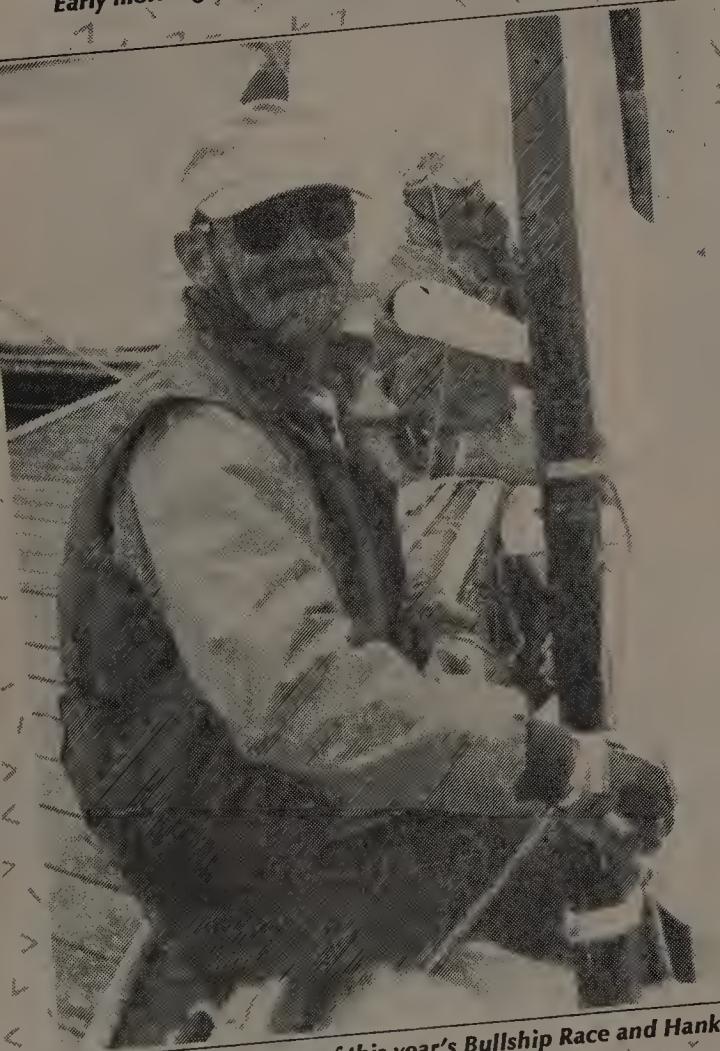
# THE RACING



Early morning at the Sausalito Y.C.



Shroff's secret weapons: a pair of Budweisers and a ping pong paddle.



Russell Shroff: winner of this year's Bullship Race and Hank Jotz look-alike contest.

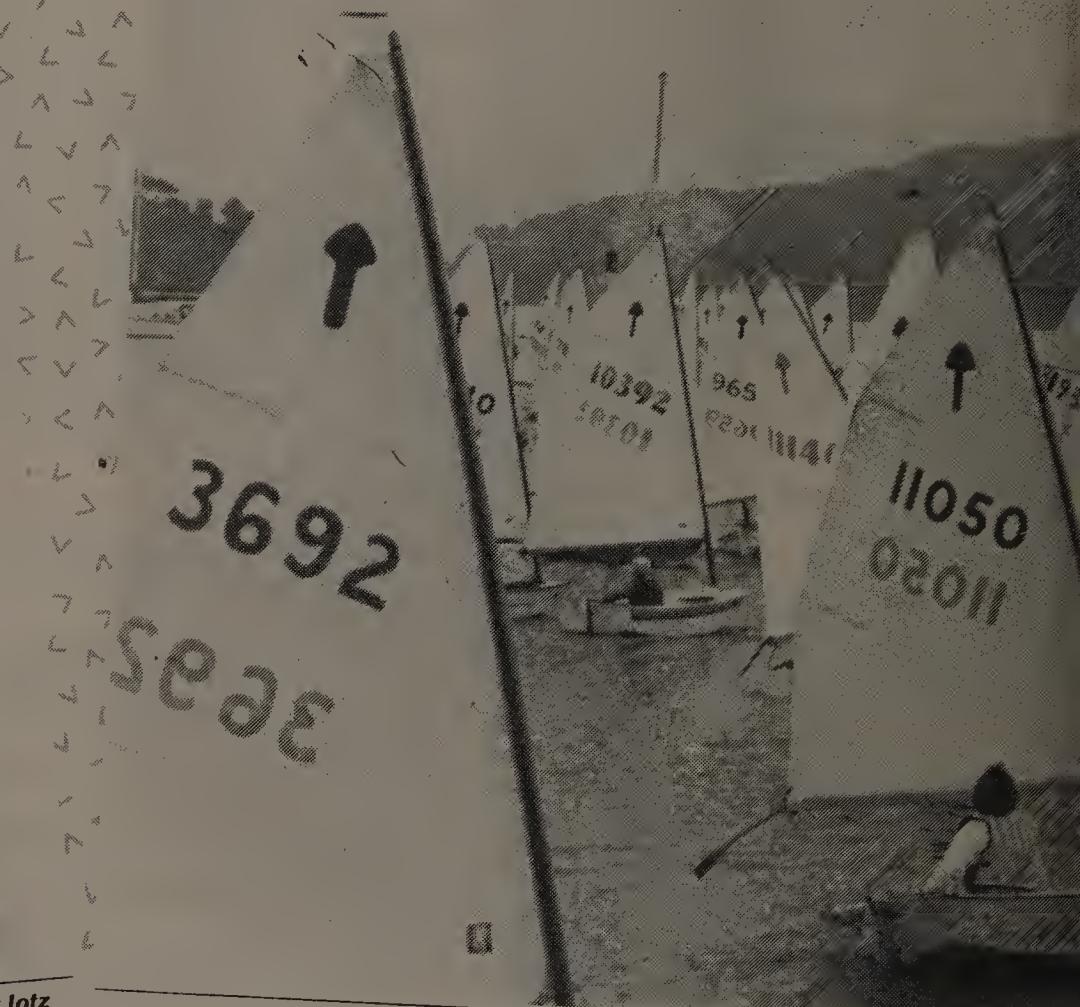
the most fun of all: the 31-footer *Moonshadow*, sailed by Wayne Behrens and John Donovan, and the 37-foot *Alert* (Mike Lingsch and Jim Watters) finished 1-2, respectively, in the large 92-boat fleet.

"The conditions were perfect for us," explained *Moonshadow* skipper Wayne Behrens. "We rode the current each way, pretty much sticking to the middle of the road. Fortunately, the breeze lightened on

the way home, or the Expresses might have gotten us."

The awards ceremony for the race will be held at 7:30 p.m. at Island YC on May 16. As always, the trophies are distinctive ebonite sculptures (various sea critters) purchased through Oakland's Whale Center. Also, as always, Island YC split the proceeds of the race (after expenses) between the Whale Center and the United Cerebral Palsy

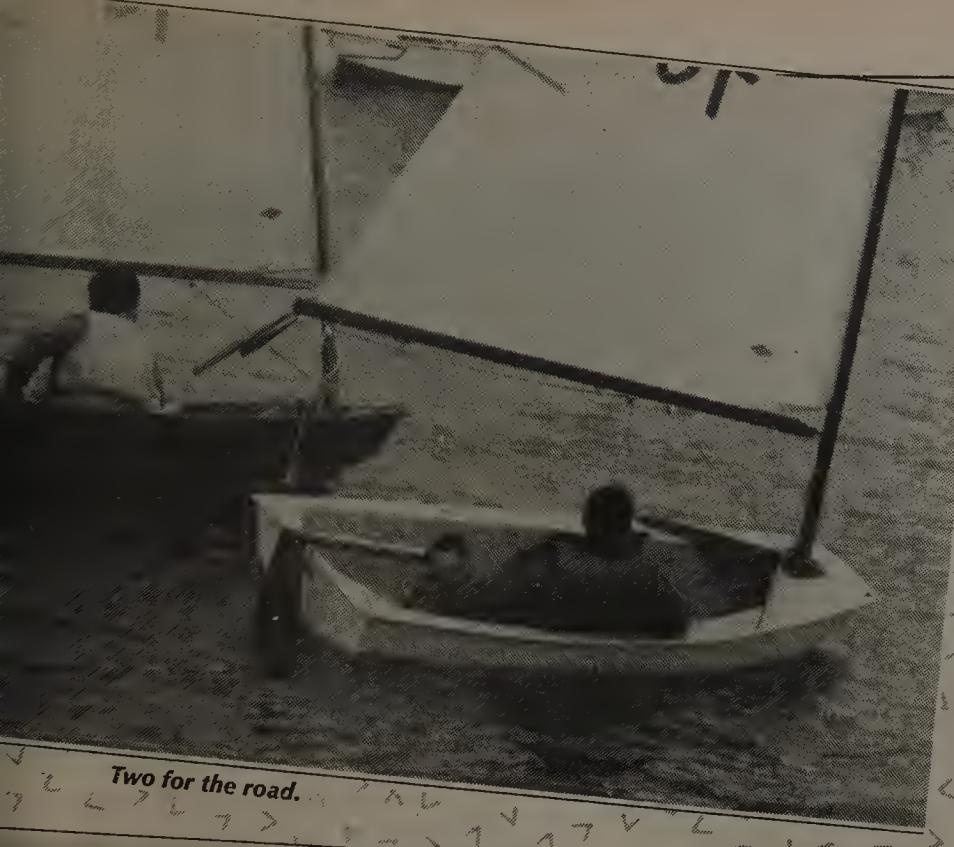
Bang! Just a few boats — like about twenty — were over early at the start. Shroff (#11131) and Jotz (#5758) were right up there.



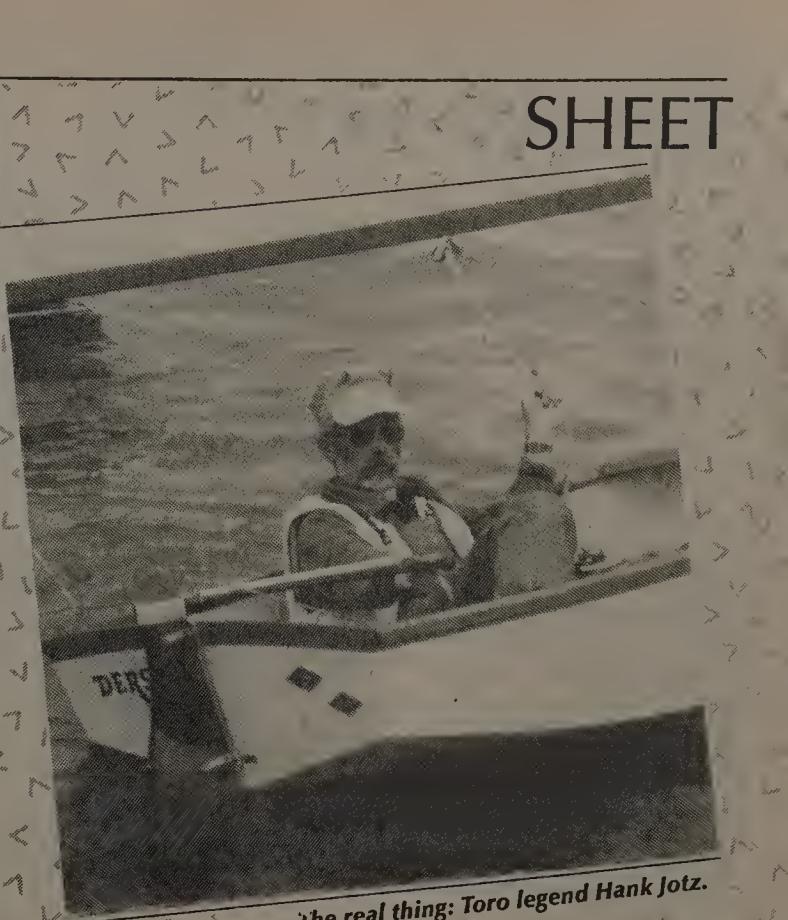
Fund. We commend Island YC for donating the proceeds of this annual race to charity, and wonder why more yacht clubs don't follow suit.

MULTIHULLS — 1) *Pegasus*, F-27, Andrew & Alexandra Pitcairn; 2) *Otra Vez*, Piver 32, Dave Custodio/Tim Curran; 3) *Wingit*, F-27, Ray & Amy Wells. (5 boats)

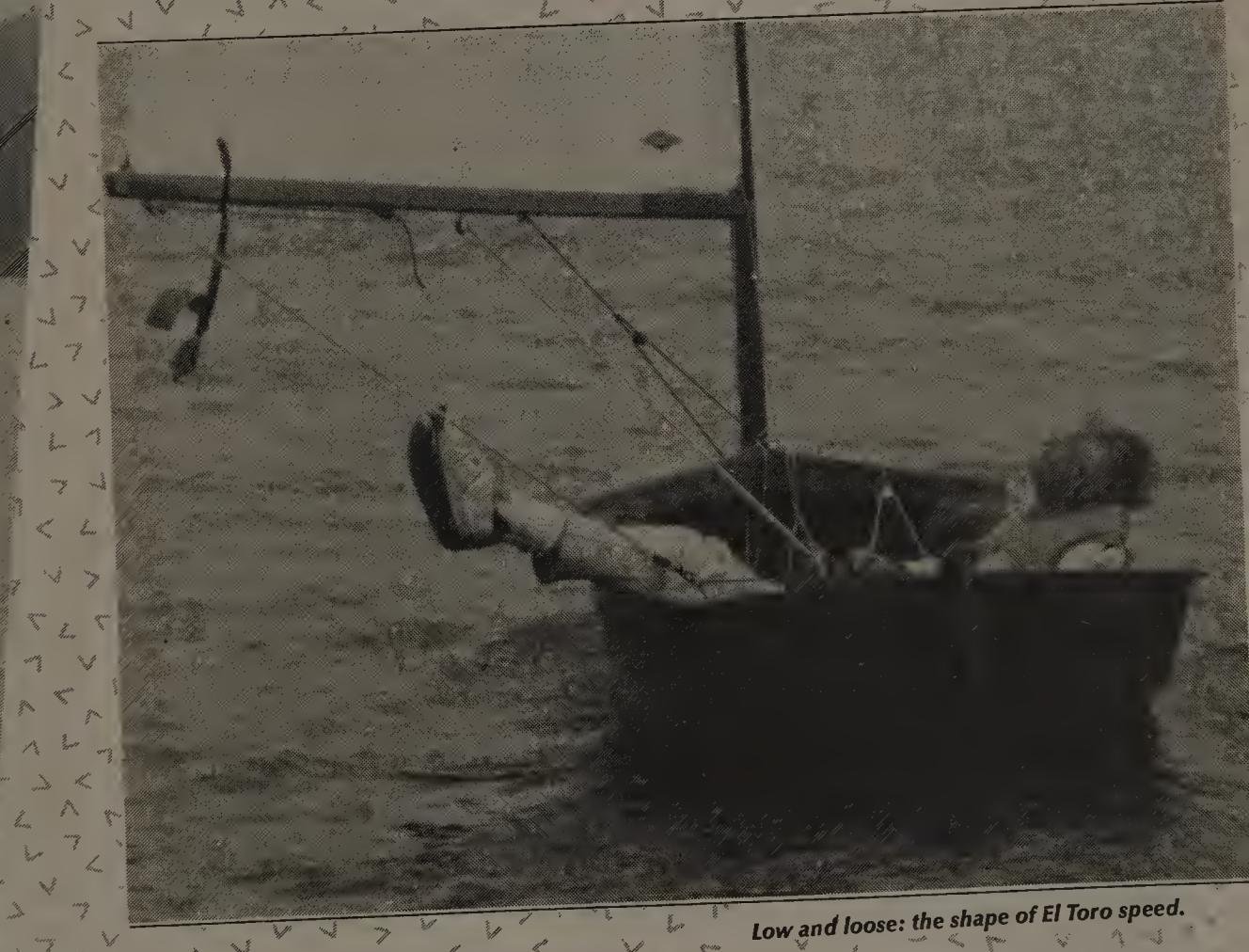
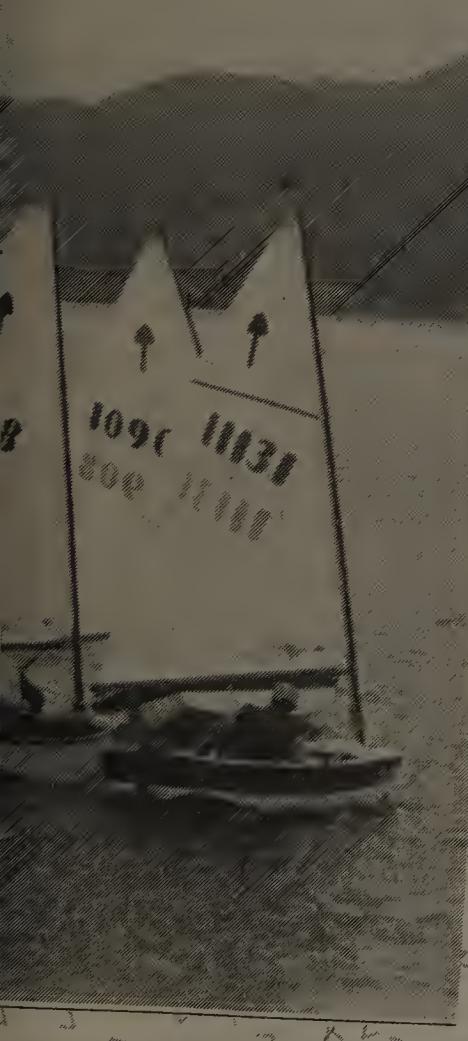
ULDB — 1) *Think Fast*, Olson 30, Albert



Two for the road.



The real thing: Toro legend Hank Jotz.



Low and loose: the shape of El Toro speed.

Holt/Robert Milligan; 2) McDuck, Olson 29, Peter MacLaird/Howie Marion; 3) Mirage, Express 27, Noel Wilson/Gregg Wrisley. (24 boats)

PHRF B (0-131) — 1) Danville Express, Express 37, Andy Hall/Mark Nagy; 2) Kotuk, Farr 12-20, David Thomson/Charles Merrill; 3) Tora, Swan 441, Tony & Michael Guzzardo. (16 boats)

PHRF C (132-167) — 1) Moonshadow, Wylie 31, Wayne Behrens/John Donovan; 2) Alert, Wylie 36, Mike Lingsch/Chewy Watters; 3) Pearl, Olson 25, Bill

Riley/Greg Palmer. (14 boats)

PHRF D (168-197) — 1) Werewolf, Cal 29, David Gruver/John Hauser (pending); 2) Emerald, Yankee 30, Peter Jones/John Kerslake; 3) Rampage, Cal 2-30, Bob Sleeth/Kate West Rowan. (20 boats)

PHRF E (198 - up) — 1) Just Kiddin, Santana 22, Arne Jonsson/Sue Gombassy; 2) Toots, Thunderbird, Curtis King/Famle Doodeman; 3) Consultation, Ranger 26, David Fullerton/Grover Sams. (13 boats)

#### Same Old Bullship

"I had to win!" explained Russell Shroff of Alameda. "After giving back the Maiden Voyager Perpetual Trophy that I won last year, there was a big blank space on my mantelpiece!"

Win he did, coming in first over a 62-boat fleet in April 21's 37th Annual Bullship Race from Sausalito to the San Francisco Breakwater. It was a particularly sweet

# THE RACING

victory for Shroff, who was sailing in only his second Bullship (last year, he took top rookie honors). "It was a kick to beat Dennis (Silva), Hank (Jotz) and all the real hotshots," claimed Shroff, a former big boat sailor who "converted" to sailing Toros only a few years ago. "It was worth getting up at 4:30 to finish fixing my mast," he added.

After launching at Sausalito YC — and two general recalls — the fleet got underway at 8:10 a.m. from the starting line off the Ondine Restaurant. Shroff and the other front-runners found the circuitous "golden path" to the Cityfront by hugging the Marin shore (staying out of a 2.8 max flood and

to get swept towards Alcatraz in anticipation of ebb on the Cityfront. Shroff's winning time was two hours and 15 minutes — nowhere close to Hank Jotz's legendary 50 minute crossing back in the mid-70s.

"But it was one of the most tactical Bullships ever," claimed the ever-competitive Dennis Silva, who finished a close second only to find out he'd been over early at the start. Frank Healy, who crossed the line third, suffered the same cruel fate, which moved El Toro veteran Aad Rommelse into second. Twenty-year-old Bullship newcomer Jason Fain rounded out the top three, claiming this year's Maiden Voyage Trophy in the process.

The top trio took home silver plates, while the top 20 finishers earned more practical trophies — the coveted Bullship sweatshirts. Nancy Farnum (in 13th) won the top woman finisher award, while last year's winner, Vickie Gilmour, won the "Tail End" prize (a bull's tail, of course) for finishing 20th. Only six boats failed to finish — a few because they drifted east of Alcatraz and were forced by the rules to accept a tow from their "cowship"; most because they got frustrated by the light air; and one, inexplicably, who capsized.

"It was a 'normal' Bullship Race — not a drag race like 1989, or a non-event as in past years," said perennial Bullship race chairman Gary Gates, who claims he was coerced into the job after "too many Irish coffees" at the post-race celebration six years ago. "Everyone had a good time, and — as opposed to some years — everyone was accounted for after the race."

1) Russell Shroff, Lake Merritt SC/Whiskeytown SC; 2) Aad Rommelse, RYC; 3) Jason Fain, RYC; 4) Hank Jotz, WSC; 5) Ron Locke, LMSC; 6) Chris Gasparich, RYC; 7) George Martin, LMSC; 8) Bob Korb, RYC; 9) Charles Keiser, FremSC; 10) Ken Housfeld, LMSC; 11) Steve Miller, RYC; 12) Dan Sievers, RYC; 13) Nancy Farnum, FremSC; 14) Pete Blasberg, SJSC; 15) Rich Straub, NoYC; 16) Tom Tillotson, NoYC; 17) Walt Andrews, FremSC; 18) John Minkwitz, Clear Lake YC; 19) Peter Minkwitz, Clear Lake YC; 20) Vickie Gilmour, RYC. (62 boats)

## SBRA Kicks Off

Richmond Yacht Club hosted the Small Boat Racing Association (SBRA) season opener on the sunny, moderate air (10-15 knots) weekend of March 31-April 1. A total of 147 boats competed in the excellent five-race (one throwout) flat-water series.

'Think Fast' and 'Blitz' charging home from the Doublehanded Lightship Race.

finding a back eddy) up to about Yellow Bluff. As the westerly slowly filled in, they shot off for the finish — allowing themselves

NICK MENZES



"Richmond YC did their usual super job for us," claimed SBRA dignitary Scott Rovanpera. "They even provided us with three separate race committees, as each of our three divisions sailed on different courses."

Diablo SC's Gary Gremaux straight-bulletted the 13-boat Laser fleet to end up with the best record for the weekend. Three other sailors turned in quadruple-bullet performances: Karl Paulsen in FJs; John Field in FJs; and Craig Perez in Fireballs.

EL TORO, JR. — 1) Joe Menis, RYC; 2) Melina Hoyer, RYC. (11 boats); EL TORO, SR. — 1) Ron Locke, Whiskeytown SC; 2) Hank Jotz, Whiskeytown SC; 3) Aad Rommelse, RYC; 4) Al Kenstler, Whiskeytown SC. (24 boats); SUNFISH — 1) Bob Cronin, Diablo SC. (5 boats); THISTLE — 1) Ron Smith, SJSC; 2) Micheal Gillum, Butte SC. (9 boats); LIGHTNING — 1) Bruce Arnold, RYC. (6 boats); SNIPE — 1) Warren Wheaton, RYC. (7 boats); LASER — 1) Gary Gremaux, Diablo SC; 2) Tom Heausior, SYC. (13 boats); FJ — 1) Karl Paulsen, Fremont SC. (7 boats); DAY SAILER — 1) John Field, Santa Cruz YC. (9 boats); 505 — 1) Tom Poore, StFYC; 2) Jim Wondolleck, RYC; 3) Howie Hamlin, NHYC. (16 boats); I-14 — 1) Alan Laflin, StFYC. (6 boats); FIREBALL — 1) Craig Perez, RYC; 2) Scott Rovanpera, Diablo SC. (10 boats); LASER II — 1) Michele Logan, Lake Merritt SC. (8 boats); WYLIE WABBIT — 1) Kim Desenberg, RYC. (5 boats)

## Wheeler Regatta

Berkeley YC presented its 18th Annual Wheeler Regatta on March 31-April 1 on the Berkeley Circle in typical spring fashion — light to medium airs and beautiful sunny skies. Sixty-four boats answered the starting





COURTESY SILVER BULLET

**Mistakes were made: Charlie Merrill ponders the damage to the new 'Champosa VII'.** (See 'Race Notes')

guns in seven divisions; as always, the J/24 fleet was the most populous (20 boats) and most eager to confuse the Race Committee and to amuse the spectator fleet with their starting antics.

The first race on Saturday was delayed until the breeze filled, an inconvenience easy to forgive as the fleet basked in the warm sunlight. When the wind did come up, the Olympic Triangle courses provided some classic reaching legs: cries of "come up" and "mast abeam" were heard on a very regular basis. Midway through the second race, the majority of the fleet was close to the limit of their 150s, but the smooth water allowed most to get away without downshifting.

Sunday's longer race (15 miles) was uneventful except for one incident: Arne Jonsson's Santana 22 Just Kidding (on port) was T-boned by a day sailor, the Santana 35 Wild Flower, which ironically had just gotten out of the yard after being repaired from damages inflicted in a racing collision two weeks ago. The impact took Just Kidding's rig down, but fortunately there were no injuries on either vessel.

DIV. A (PHRF 0-125) — 1) Blitz, Express 37, George Neill, RYC, 6.5 points; 2) Petard, Farr 36, Keith Buck, CYC, 6.75. (6 boats)

DIV. B (126-179) — 1) Hot Chocolate, Newport 30 Mk II, Donald Oliver, BYC, 7.75 points; 2) Fast Lucy, Nonsuch 36, Michael Katz, SBYC, 8.6 (6 boats)

DIV. C (180-up) — 1) Antares, Islander 30 Mk II, Larry Telford, BYC, 4.5 points; 2) Snow Storm, Ranger 23, George Morris, BYC, 4.75; 3) Honcho II,

Santana 27, Adrienne Broche, BYC, 8. (7 boats)

SANTANA 22 (with spinnakers) — 1) Anemone, Hank Lindemann, EYC, 2.25 points; 2) Soliton, Mark Lowrey, BYC, 7; 3) Knuckles, Louis Bouc, NoYC, 9. (9 boats)

CAL 20 — 1) Farmers, R. vonEhrenkrook, CSC, 2.25 points; 2) Upper Bound, Peter Fowler, CSC, 7. (6 boats)

SOLING — 1) Shake It Up, Brett Allen, CYC, 4.5 points; 2) Delusions of Grandeur, Bob Baldino, RYC, 4.75. (6 boats)

J/24 — 1) J-Walker, Phil Perkins, StFYC, 7.75 points; 2) Rhythm Method, Dave Willke, StFYC, 10.75; 3) Love Boat, Mike LaHorgue, StFYC, 11; 4) How Rude, Hodges/Walecka, SCYC, 15.75; 5) (tie) "We're Gybing", Chris Moeller, StFYC, and Grinder, Jeff Littfin, SeqYC, 18. (20 boats)

OVERALL — 1) Petard; 2) Farmers; 3) Antares; 4) Anemone; 5) (tie) Jackrabbit and Snow Storm; 7) Blitz; 8) Wildfire; 9) Humbolt Pie; 10) Soliton. (35 boats; doesn't include Solings or J/24s)

#### Race Notes

An offer they couldn't refuse: the latest bastion of yachting conservatism to succumb to the lure of commercialism is none other than the Transpacific YC. Citing declining entries (only 48 in 1989) and rising expenses (an estimated 100K to run the biennial race), the venerable organization has signed on the Kenwood Corporation to underwrite the 1991 run for the Mai-Tais. The ironies of TPYC's sudden turn-around are many: as recently as the last race, they were flatly turning down commercial offers — not to mention harassing Mauna Lani Flash for advertising. Maybe they noticed that the heavily sponsored WMP Pacific Cup has surpassed their TransPac Race in terms

of numbers (52 entries) this year?

Wabbit habit: Melinda Groen, sailing with fiance Bill Erkelens, Jr. and John Stewart, piloted the Wylie Wabbit **Mr. McGregor** to a runaway 6:31 minute victory in the BYC/MYCO Champion of Champions Race on March 24. Groen was sailing the boat for Kim Desenberg, who had qualified Mr. McGregor for the showdown but was out of town. Other high finishers in the smooth water "reach-athon" were: 2) Concubine (SC 27, Brad Whittaker); 3) Saint Anne (Olson 30, Dick Heckman); 4) Twilight Zone (Merit 25, Paul Kamen); 5) Hawk (Alberg 30, Wren Collins). Thirteen boats participated.

News from the South Bay: 20 boats participated in the second race of the **South Bay YRA Series** on April 8. Sequoia YC hosted the 11.12-mile race, which was sailed in winds that were "light to just right". Top finishers in each division were: Div. A — 1) Grati (Catalina 38, Duane Junkin), 2) Loose Cannon (Express 27, Bill Swager); Div. B — 1) Far Better Thing (Ericson 30.2, Charles McArthur), 2) Solitude (Catalina 38, Clyde Thorny); Div. C — no starters; Div. D — 1) Stregata (Catalina 30, Henry Aldridge), 2) Sundancer (Catalina 27, Robert Carlen).

Ask not for whom the bell tolls: the April issue of *Sail* magazine noted the demise of Bevin Koepel's much-travelled Frers 77 **Congere VI** in February's Buenos Aires-Rio de Janeiro Race. Apparently the maxi — which local sailors may remember for her less-than-stellar DFL performance in the '88 Big Boat Series — was 400 miles into the 1,200 mile contest when she wallop a sandbar while beating upwind in 25 knots and 6 foot seas. Congere, her mast broken, ended up 100 yards from shore; fortunately all 25 crewmembers were able to scramble to the beach before the keel snapped off and the carcass washed ashore.

Speaking of disasters, that's about the only word for the sea trials of Japanese owner Mark Morita's brand new Nelson/Marek 50 **Champosa VII**. In her maiden sail off Fort Lauderdale in early April, Champosa's main bulkhead on her port side fractured, lifting the deck up a foot and a half and sending her pricey Sparcraft fractional rig over the side. According to designer Bruce Nelson, "The failure was the result of the discontinuity of the unidirectional carbon caps between the main bulkhead and the mast step." Translated into English, we think that means the boat was

# THE RACING

built wrong. Apparently there was some "miscommunication" between San Diego builder Avion Dynamics (an affiliate of Esprit Yachts) and SP Technology Raceboat Group of England, which was responsible for the structural design and laminate specs. Translating into English again, s--- happens.

Schocking news from the South: the **1990 Balboa Challenge** was contested off Newport Harbor on the weekend of March 31-April 1. Seventeen yacht clubs fielded all-star crews for this old (dating back to 1950) and prestigious competition, which this year was held in Schock 35s. Sailmaker Dave Ullman, representing Balboa YC, won the first two races (but managed to get DSQed in the third); Santa Barbara's Eric Arndt won the third race, as well as the regatta. Final results: 1) Santa Barbara YC (Eric Arndt), 5.75 points; 2) Del Rey YC (Rick Dorfman), 10.; 3) Windjammer's YC (Robert Mooers), 20.; 4) Balboa YC (Dave Ullman), 20.5; 5) South Bay YC (Steve Grillon), 22.; 6) Long Beach YC (Peter Tong), 22.; 7) Huntington Harbor YC (Rick Briggs), 23.; 8) Newport Harbor YC (Harry Pattison), 25.; 9) San Diego YC (Larry Klein), 28.; 10) Los Angeles YC (Sam Heck), 29. (17 boats)

Sporting life: 75-year-old John Odenbach, Sr. of Penfield, NY, recently received the **1989 W. Van Alan Clark, Jr. Trophy** (USYRU's national sportsmanship award). Odenbach, who has raced for over 50 years in Six Meters and handicap fleets, received the prestigious award at the annual USYRU meeting held this year in Fort Worth, TX on March 21-25. NorCal sailors nominated by their yacht clubs for the "sportsmanship honor roll" were **Tom Blackaller** (nominated posthumously by the Bay View Boat Club), **Bryan McDonald** (Cal Sailing Team), **Lynette Harter** (Half Moon Bay YC) and **Gordon Fleming** (Monterey Peninsula YC).

Surfing safari: 18 entries are paid up and 10 or 12 more are expected for the revived 235-mile **Santa Cruz-Santa Barbara Race** on May 25. Currently entered are Mongoose (SC 70), Wild Thing (Express 27), Zeus (MacGregor 65), Oaxaca (SC 50), Hazardous Waste (Ross 930), Antara (Cal 40), Osprey (SC 40), Critical Mass (Mancebo 23), Absolute 88 (Wylie 34), Promotion (SC 40), Acey Deucy (SC 50), Special Edition (Wilderness 30), Bloom County (Mancebo 30), Vamoose (Express 27), Norseman (Norseman 40), Flying Circus (Express 27), Sundeer (Deerfoot 67) and Outrageous (Olson 40). All will be gunning for the course record of just over 30 hours, set in 1975 by the Bill Lee custom 30-footer Magic. Entries for the race will not be accepted after May 19; the skipper's meeting

will be held at SCYC on May 24. Call Race Chairman Keith MacBeth at (408) 356-7440 for more details.

Up in smoke: **ProSail**, the professional catamaran (IMI 40) circuit that Tom Blackaller helped create, appears to be withering away after only two seasons. Since Salem withdrew their hefty sponsorship money (\$500,000 in 1988-89), the series has failed to attract much, if any, interest. In fact, their new format (if you beat two-time champ Randy Smyth, you win \$100,000) attracted only three challengers to the recent series in New Bern, NC. Though ProSail's press release claims that 10,000 spectators were on hand to watch and that it was the "most successful and dramatic ProSail event to date", we're not buying it (the release doesn't even mention who the three challengers were).

The same press release announced that the Ft. Lauderdale ProSail event scheduled for May 2-6 was cancelled due to concerns that heavy boat traffic surrounding the start of the Whitbread Race (May 5) would cause safety problems for participants and spectators alike. "We've all seen photos of *The Card* capsizing a spectator boat... and don't want to create another debacle like that," said Executive Director Sid Morris. Sounds like a "smokescreen" to us: to our way of thinking, the more spectators the merrier. Other ProSail events, which may or may not be cancelled with equally creative excuses, are scheduled for Port Huron, Michigan (July 18-22); Newport, RI (Sept. 6-9); and Annapolis (Oct. 4-7).

Mucho macho Mexican race: Pacific Singlehanded Sailing Association's biennial 630-mile **Guadalupe Island Race**, a shorthanded race from Marina del Rey to Guadalupe and back, attracted 10 boats to the starting line on April 7. Only 6 boats finished the marathon; the other 4 dropped out due to lack of wind and fog. The first boat in — *Laelia*, an Ian Farrier-designed F-27 — finished in 4 days, 14 hours and 37 minutes, knocking almost 12 hours off the record. Winners of each division follow: Singlehanded Monohull — 1) *Shoofly*, Barnett 41, Dick Squire (3 boats); Singlehanded Multihull — no finishers (1 boat); Doublehanded Monohull — 1) *Osprey*, SC 40, Nick & Daniel Barren (5 boats); Doublehanded Multihull — 1) *Laelia*, F-27, Dave Lawson/Mike Michie.

Who were those masked men? The 10-man crew of **Silver Bullet**, John Delaura's winning SC 70, is gathered in Fort Lauderdale, eagerly awaiting May 5. That's

when the sixth and final leg of the **Whitbread Race** takes off on the 3,837-mile sprint home to England — with **Silver Bullet** tagging along as an unofficial entry. Joining Delaura for the ride are Bay Area sailors Patrick Adams, Carlos Badell, Robert Flowerman, Mark Rudiger and Commodore Tompkins. Also part of the *Bullet* team are Santa Cruzans Mark Sims and Dave Wahle, as well as two token (just kidding!) Southern Californians, Danny Schiff and Jim Schutt.

Apparently, the SC 70 is getting a lot of attention in Florida — many of the Whitbread competitors and East Coast sailors had only read about "sleds" before and were eager for the nickel tour. The *Bullet* crew, in turn, was "awed and humbled" by the sheer size of the Whitbread boats and the experience of their crews. "It's the best boat show in the world right now," says Mark Rudiger. It'll be an interesting contest — with any luck, we'll have the full story of the *Bullet*'s crossing in our next issue.

Speaking of **Mark Rudiger**, the man's obviously a glutton for punishment. When we spoke with him in mid-April, he'd just completed a 500-mile qualifying run off England in order to enter the June 10 TwoStar (doublehanded) Race back to the States. He'll be crewing on **American Challenge**, a Nick Bailey 40 trimaran, for Dave Scully (another multi-faceted sailor who appears regularly on the *Ultimate 30 Flyer*, the N/M 50 *Insatiable* and others). This will be Rudiger's second "back-to-back" Atlantic crossing — either Mark has got a short memory span or he's developing a serious addiction to long, long ocean races!

Another addict — one who's got the bug even worse than Rudiger — is **Mike Plant**, who finally finished the **Globe Challenge**, albeit unofficially, on April 10. A crowd of 25,000 cheered as a weary Plant steered *Duracell* back into Les Sables d'Olonne, France, after 135 days at sea — 26 days after race winner (and French hero du jour) Titouan Lamazou, but still 15 days faster than American Dodge Morgan's previous monohull record of 150 days. Plant was the seventh Globe Trotter home (3 were still on the race track; 3 had long since retreated), and the locals — who apparently admired the American for continuing on "in the spirit of the event" after being forced to accept outside assistance (and a heartbreaking DSQ) to save his boat — really rolled out the welcome mat. It must have been a bittersweet moment for Plant, who if nothing else can now claim to be "the fastest American sailor around the world".

The Bear facts: the UC Berkeley Sailing Team held a different kind of race series on April 14 — the **Santana 35 Tax Break**

**Regatta.** Hosted by Berkeley YC, the gnarly (30 knots) four-race event raised \$300 for the Cal team — and probably cost the Santana 35 owners ten times that (*Flexible Flyer* broke a boom, others ripped sails). According to Cal's Marisha Lockwood-Hayes, a race organizer and crewperson on *Flexy Flyer*, a good time was nonetheless had by all — despite the fact that the Santana fleet was too beat at the end of the day to even finish the keg of beer the BYC provided. The Cal Sailing Team thanks and acknowledges the six Santana 35s who participated: 1) *Excalibur*, Byron Mayo, 8.75 points; 2) *Swell Dancer*, Jim "Reading While Speeding" Graham, 9.5; 3) *Flexible Flyer*, Mike Creazzi, 12.75; 4) *Wild Flower*, Art Mowrey, 14; 5) *Cheers*, John Holfelder, 15; 6) *At Ease*, Gerry Weisbach, 21.

Upriver race results: 50 boats in 7 fleets are participating in **Stockton Sailing Club's Sunday Series** (8 races from April to June). Winners of the second race, held on April 8, were: Div. A — 1) *Wreckless*, Capo 26, Ralph Felton (5 boats); 5.5 Meters — 1) *Top Gun*, Jim Coddington (11 boats); Midget 25 — 1) *Shenanigans*, Merit 25, Pat Brown (9 boats); Div. B — 1) *Veloce*, Cal 27, Ni Orsi (9 boats); Catalina 27 — 1) *Kristina*, Ed Almaas; Cal 2-27 — 1) *Escape*, Bill Reynolds (6 boats); Div. C — no finishers (5 boats).

Belated congratulations to the winners of StkSC's 25-mile long distance races (up to Mandeville Tip and back) held way back in March. Doublehanded Distance Race: Div. A — 1) *Hotlicks*, Hobie 33, Johnny Walker; Div. B — 1) *Shenanigans* (18 boats). Crewed Distance Race: Div. A — 1) *Hotlicks*; Div. B — 1) *Veloce* (17 boats).

Barcelona bound: the **30th Annual Olympic Classes Regatta** at Alamitos Bay YC was held in every kind of weather Long Beach had to offer on April 6-8. San Diegans swept most of the gold medals in the 11 classes. Still, four Bay Area sailing teams managed to come home with souvenirs: 470 Silver — Brady and Bryant Sih, Novato; Lightning Silver — Michael Brewer/Dick Brewer/Andrew Dodson, Mill Valley; Snipe Silver — Mark Rastello/Robin Garrison, Sausalito; and Snipe Bronze — Jim and Lynn Grubbs, Sacramento. Winners in each class follow: Tornado (Pete Melvin), Soling (Doug McLean), Star (Kim Fletcher), 470 (Bill Draheim), Finn (Brain Ledbetter), Europe Dinghy (Courtenay Becker); Men's Sailboard (Scott Steele); Women's Sailboard (Wendy Thomson); Lightning (John Lyon); Snipe (Craig Leweck); Laser (Brian Camet).

Snipers on the Estuary: Encinal YC's **Flatwater Series** attracted only seven Snipes to its first of five regattas on April 14.

Winners of the four-race series were 1) Jim Grubbs; 2) Roland VanDerMeer; 3) Packy Davis. Anyone who can beg, borrow or steal a Snipe is encouraged to join in this fun, low-key series (remaining dates are 5/20, 6/10, 7/8). For more info on local Snipe doings, call Packy Davis (324-1311) or John Kelly (272-0299).

Life begins at 40? Berkeley YC's Ed Shirk recently made the Big Move Up, going from his familiar silver-winning Cal 25 **Cinnabar** to an Olson 40 (ex-*Notorious*, ex-*Fastidiots*) he has renamed **Kelly**. Ed's planning on campaigning his new boat/house (he lives aboard) in IMS this summer, and we wish him luck.

News from the North Bay: the first and second races of the 9-race **North Bay Series** occurred on April 21. A stiff breeze allowed host Vallejo YC to get off two long races (11.8 and 15 miles) for the 12 boats that answered the guns. "We're not really sure why more boats didn't turn out," admits BenYC's John Webb. Combined results of the two races follow: Div. A — 1) (tie) *Invictus*, C&C 40, John Webb, and *Cole Train*, Yahama 33, Doug Cole, 2.75 points (6 boats); Div. B — 1) *Sleeper*, O'Day 27, Gary Cicerello, 1.5. (3 boats); Div. C — 1) (tie) *Risky Business*, Santana 22, Tom Rolf, and *Latent Image*, Dufour T/4, Gary Slack, 2.75. (3 boats). Benicia YC will host the next North Bay Series race on May 19. "There's still time to sign up!" says Webb (707-552-4108, home).

Abandon ship! Island YC's **Lightship Race**, traditionally the ocean racing season opener, was cancelled on the morning of the race (April 7) for lack of a Coast Guard permit. Depending on who you talk to, the culprit was either Island YC, the Coast Guard or the five 80-mph powerboats who "hogged" the Bay for a noisy two hour drag race that morning. We don't really care whose fault it was, so long as everyone learned something and it doesn't happen again! Winner of the unofficial Lightship Race — at least according to his crew — was Lon Price's Luffe 48 *Wave Runner*. Lon (and everyone else) will get another shot at the "official" Lightbucket Race when it's resailed on June 3.

Cry wolf! *Wherewolf*, that is — as in John Hauser's Cal 29, which struck gold again on April 21-22 when she won the Cal 29 Association's **Annual Easom Regatta** over a 9-boat field. Named after the late Bruce Easom, the regatta followed its now-traditional format: two races Saturday followed by a barbecue at San Rafael YC,

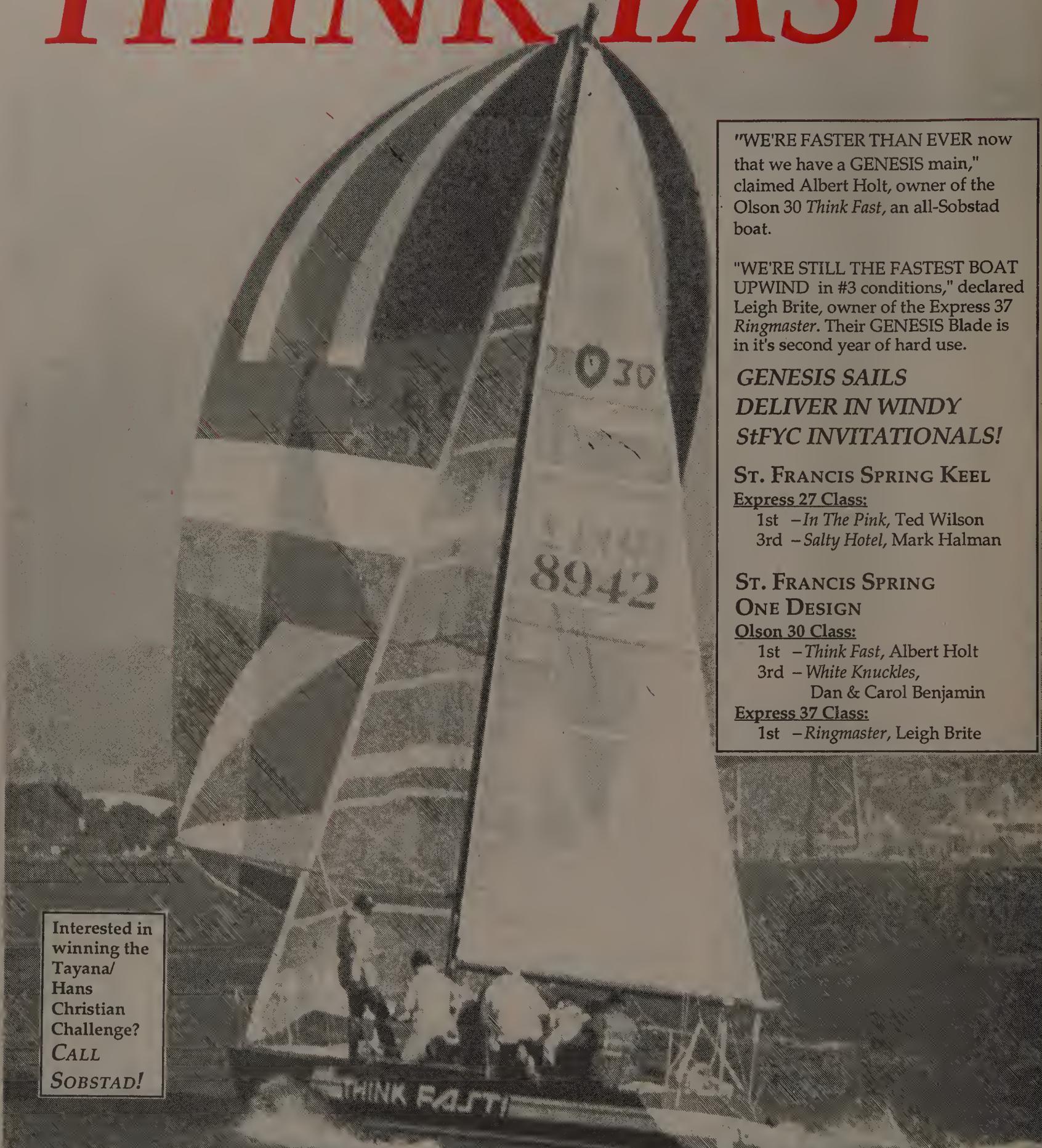
and then one race Sunday. Three different boats each won a race. The top three: 1) *Wherewolf*, John Hauser, 4.75 points; 2) *Fantasy*, Bob Clark, 6.75; 3) *Boog-a-Loo*, Nancy Rogers, 7.75.

Hoppin' good time: Lisa Pineo won the Ariel Association's Annual **Hoppe Memorial Regatta** on April 21 with her new (well, to her) boat, *Ruffian*. Lisa figured out the fastest way from Corinthian YC to Encinal YC against an ebb tide (in this case, going down Raccoon Strait to the Berkeley Flats and leaving T.I. to starboard). Second place went to Kent Smith's *Cloud 9*; third was Bruce Bolt's *Ararang*. Some 20 association members showed up for the rest of the weekend's festivities (dinner, class meeting, maintenance seminars, etc.). Sometimes called "the baby Triton", the Ariel is a bombproof full-keeled 26-footer designed by Alsberg in the mid-60s and built by Pearson. "They're perfect for the Bay," says Kent Smith.

Uninspiring weather, uninspiring turnout: HMBYC's April 21-22 **Half Moon Bay Race** — the first "official" ocean race of the ODCA season — was less than a memorable event. Only 8 boats in two divisions (the newly formed IMSO and SSS) poked out into the ocean that weekend, though four more boats sailed unofficially (including George Neill's Express 37 *Blitz*, which would have won the sadly-attended IMSO class had she been properly entered; "Anyway, we won the party," claimed Neill). The results: IMSO — 1) *Clipper*, Olson 40, Howard Sacks, 1.5 points (2 boats); SSS — 1) *Tinsley Light*, Santana 35, Hank Grandin, 1.5 points; 2) *Nidaros II*, Santana 30/30, Bjarne Junge, 5. (6 boats)

Best in the country: the St. Petersburg YC. At least, that's who won the fourth biennial **U.S. Yacht Club Challenge** hosted by Newport Harbor YC on April 4-7. Twelve prestigious yacht clubs from around the country went at it in Schock 35s for the oldsters; FJs and Lasers were the weapons for the youngsters. When the smoke cleared — and only after a protest in the Laser series — St. Petersburg YC won the Rolexes. "Give 'em to the juniors!" was the cry at the awards ceremony (StPYC juniors swept both dinghy competitions, while their big boat team settled for a 5th). How did Saint Francis YC do in the amateur competition? "We don't want to talk about it," chuckled a club representative. (Okay, we won't!) Final combined results: 1) St. Pete, 17 points; 2) San Diego, 17; 2) Seawana, 17; 4) Cal, 18; 5) Newport Harbor, 27; 6) Balboa, 32; 7) Seattle, 33; 8) Indian Harbor, 40; 9) Long Beach, 42; 10) St. Francis, 46; 11) Bayview, 47; 12) Chicago, 54.

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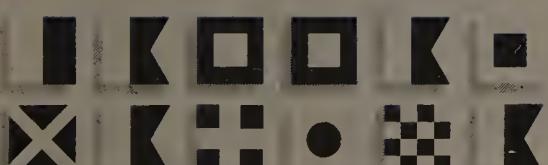
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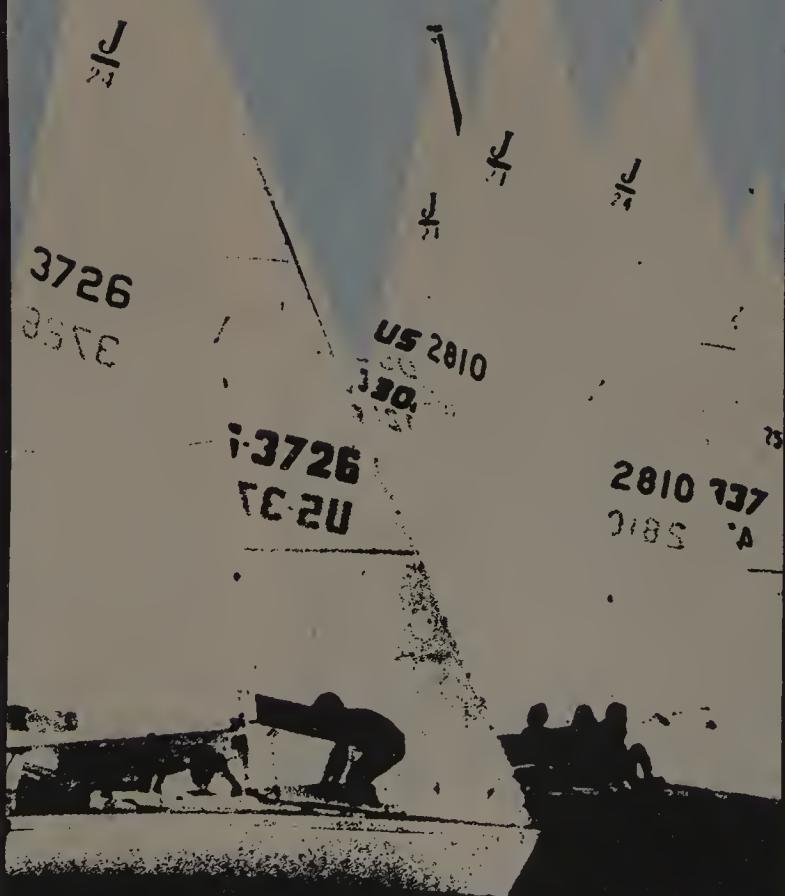
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# CHANGES IN

With reports this month from globetrotting woman sailor Dana Prentice; a true story about *The Attack of the Killer Bees* off Mexico; the Coast Cruiser heads to Baja HaHa, only to experience *The Vacation From Hell*; a report about cruising around Australia's Great Barrier Reef; the lowdown on the West Coast of South America; our usual Hawaiian Eye; and assorted cruise notes.

## The Fire This Time Chung King — Tayana 55 Dana Prentice (Naples, CA)

What's a girl to do?

After sailing back across the Atlantic, I got a job for the high season as charter crew on a Tayana 55 working out of English Harbor, Antigua. I was hoping to work on a larger boat, but things have been a little slow this year because of hurricane Hugo.

After our first charter, the owner, who also doubles as captain, went to the States for 10 days and left me in charge. It was cool; I was on my own but all I really had

cockpit teak. Before starting to scrub, I fired up the engine to charge the batteries and freezer. Then I closed the companionway hatch so no water would splash below.

When I was finished with the teak, I got the funny feeling that something was wrong and began to look around. When I opened a cockpit lazarette to check the engine room, I saw big time smoke. I immediately shut down the engine, but there continued to be a high-pitched whining sound. I quickly checked to make sure it wasn't a blower or bilge pump in the engine room. It wasn't. I can't tell you what I thought at that time!

With lots of sparks accompanying the smoke, I knew there was real trouble. "I'm on fire!" I shouted, but all the other boats were too far away to hear. The encouraging news was that the whining sound was slowing down; the bad news was that I could now see flames in the engine room.

Fortunately, the activator for the engine room halon fire extinguisher was in reach. It quickly killed the flames.

It was later determined that the fire was caused by the starter motor on the main engine getting stuck in the engaged position and continuing to run. Finally it got so hot it caused the fire. A local marine surveyor said that it's not that rare for starter motors to stick and cause fires. If your boat is wired as it should be, shutting down the main battery switch will stop a runaway starter. Not all boats, however, are wired that way.

The halon fire extinguisher system was terrific because it put the fire out quickly and without causing any damage. In fact, we were able to find a replacement start motor on the island and start our next charter on schedule two days later.

Nonetheless, it was the scariest thing that's happened to me on a boat — with the exception of the time that the MacGregor 65, Joss, started to sink on me during a delivery from Cabo to California.

The last two summers I sailed across to the Med, worked there, then sailed back to the Caribbean. I've spent so much time sailing in the Pacific that I'll probably sail across the Atlantic again this summer.

— dana prentice 3/6/90

Dana Prentice

to do was run the engine each day to charge the batteries and cool the refrigeration.

A couple of days after the owner was gone, I was anchored out in Falmouth Harbor with the intention of cleaning the



## Attack Off The Coast Of Mexico Alacrity II — Globe 41 John & Petra Scotese (Redondo Beach)

This is crazy, I thought to myself, we being the unwilling stars of a Hitchcock-type thriller. It was the kind of nightmare you expect to wake up from; unfortunately ours — taking place aboard our Globe 41 a year out of our Redondo Beach homeport — was reality rather than just a bad dream.

Pushed by a fresh afternoon breeze, we'd left Huatulco, Mexico bound for Guatemala. By the time we were three miles out to sea we'd set and trimmed our sails, locked our autopilot onto course, and settled down for a nice evening sail. That's when the first of them arrived.

From a distance they looked like a huge black cloud. Approaching they looked like a swarm of locusts. Up close there was no mistaking them; they were African killer bees. For a second my husband John and I stared at them in disbelief. Then he yelled, "Get the animals inside!" I jumped below and he literally threw our two cats and dog down to me. He then charged in after us, pulling the mosquito screen down behind him.

We killed the few scouts that had got inside the boat with us, then watched in horror as the whole outside of the boat turned brown as more killer bees arrived and buzzed around searching for a way inside.



*Killer bee, shown actual size. Dead giveaways that bees are killers include tattoos, hockey masks, punk haircuts, assault weapons and little tiny chainsaws. Just kidding about the size.*

matter what channel we tried, the clutter was so thick that people either didn't hear us or they refused to clear the frequency.

After an hour it became obvious we were on our own. So against my protestations John suited up in his sweats, wrapped the mosquito screen from one of the closed hatches around his head, pulled the hood over it to keep it in place, and armed with a can of Black Flag Ant and Roach Killer, stepped outside to do battle. It was a scene right out of a horror movie. Although John was killing bees by the hundreds, they kept coming and coming. He'd spray relentlessly in the midst of the thickest swarms, but with little effect. He then tried furling and unfurling the sails, which squashed hundreds of bees in the process. Still the bees came, in numbers we estimated to be between 10 and 20 thousand!

While John battled the bees outside, I was plenty busy down below because hundreds more had snuck in when John went up top. Armed with a rolled-up newspaper, I systematically killed all those that had got in. These moments were not the highlight of our cruise.

As we battled the bees, Jim on *Shun Fan* managed to raise the Coast Guard in Honolulu, which assigned us a frequency. Murielle did the relay until they had to drop out with their own emergency; catching the brunt of a whopping Tehuanteprecker, they splintered the bowsprit of their 47-footer coming down the back side of a 20-foot sea.

Then the Coast Guard, in a manner of speaking, took over. For about an hour they grilled me: boat registration and description, people on board, ages, names, nationalities, food, water, fuel, electronics, emergency gear, color of liferaft, and on and on. 'Could we handle the boat from inside?' Negative. Stand by. More questions. Stand by. More questions.

We thought they might be able to send a crop duster or something, but it seemed like they were just collecting information for their scrapbook.

Meanwhile the carnage continued on deck, and it wasn't all one-sided. The bees stung John wherever there was exposed skin. With no opportunity to draw the poison out with onions, his badly stung head would later swell to twice its normal size and he would lose quite a bit of hair. Ultimately his head looked like a baby's paw: smooth, round, hairless, unwrinkled and without definition or character.

As for the bees, they lay dead on the deck by the thousands. Thousands more had taken refuge atop our masts where the spray would not reach. They were building their nests for the night.

By this time the Coast Guard in Honolulu had turned our case over to the Coast Guard in San Francisco. They asked us the same questions as Honolulu and got the same answers. 'Could we steer from inside?' Negative. Stand by for more of the same questions. They checked in with us every half hour, which began to disturb John. We needed to know where we were, and the SSB transmissions with the Coast Guard interfered with the operation of our SatNav.

By this time the wind had built to 30 knots and we were screaming along in what was developing into a full-blown Tehuanteprecker. Damn! While some bees got blown off, most tenaciously clung to the top of our masts, which were brown with them. We killed those that fell to the deck, hoping to get them before they got us.

As if things weren't bad enough, they continued to deteriorate. The seas got

We were trapped!

Through the port side portholes we could see the Mexican coastline slowly slip past. We had no visibility forward or aft. If the autopilot continued to work and the wind didn't shift, we'd be all right for two hours. After that, we'd be on a collision course with land. We had to think — and fast.

We tried calling other boats. *Shun Fan*, *Tru Love*, *Sassaparilla* and *Murielle* had left ahead of us and *Murielle* was still in radio range. When my distress call to the Mexican authorities on Channel 16 brought no results, Lynn on *Murielle*, who is fluent in Spanish, gave it a try. She got no response either, but told us she'd seen big signs all over Puerto Escondido warning people of the *abejas africanas* — as the killer bees are called in Mexico. The name is no misnomer; they can and do kill.

The wind began to increase and the first three boats in our 'parade' decided to run to the shelter of Salina Cruz. *Sassaparilla*'s Bob went ashore in a futile attempt to locate help for us. We finally put our 'Pan' call out on single sideband, but with no results. No

# CHANGES IN

lumpier. There was no moon. Muerille had to run for shelter. The Coast Guard called continuously while an increasingly impatient John requested radio silence so he could get a SatNav position. Then Harlequin, our cat, got stung. Please God, let this be over!

By 0400 the Coast Guard had finally managed to contact an African bee expert in Mexico. He advised that the killer bees become dormant at night but would swarm again the next day when the air temperature warmed again. Where would they swarm to? Hopefully some other place, but he advised us to cover ourselves completely if we were to go on deck after daybreak.

We did as he suggested. Suited up in sweats, socks, gloves, hoods and screens, we equipped ourselves with rolled up newspapers and what little Black Flag was left. We also changed our course to Salina Cruz, where we hoped to find shelter from the bad weather and rid ourselves of our stowaways. We had plenty of friends in the inner harbor of Salina Cruz, none of whom wanted our 'pets' to jump from our boat to theirs.

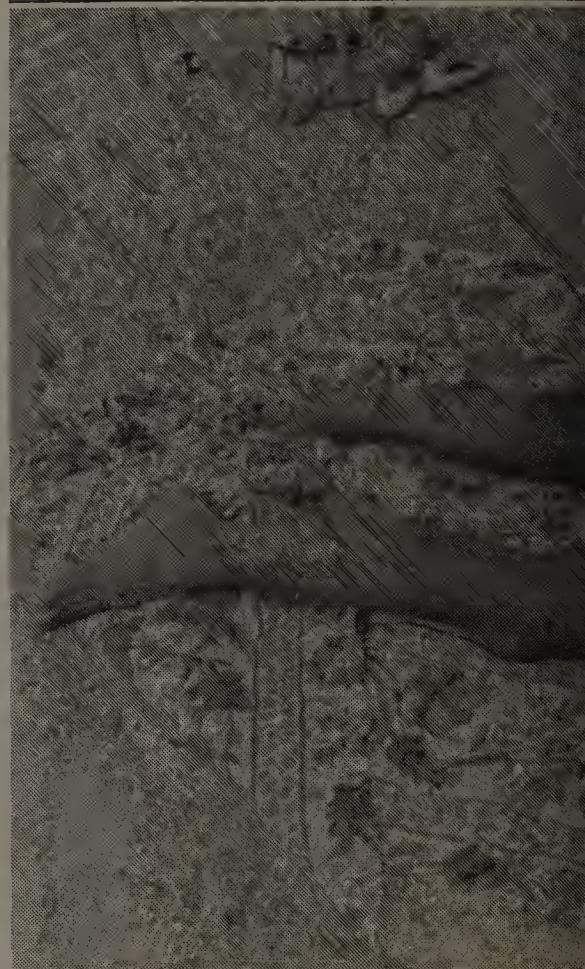
It was already 90° when we entered Salina Cruz at 0800, and we were already

went to bed behind the safety of our mosquito screens.

After a good sleep, John inspected some of the specimens. The African bees are bigger and darker than our domestic varieties. Unfortunately, we learned, it doesn't take many of them to infect a whole hive with their strong genetic traits, transforming the hive into a blood-thirsty, aggressive menace.

As a result of our experience, we would advise all those planning to cruise Mexico and Central America to bring along a few cans of flying insect killer. After our experience I even take mine along in my knapsack when I hike. Needless to say, mosquito screens on all opening ports are a must.

Here in Costa Rica all hives of honeybees have cross-bred with African or killer bees, and their predominant aggressive strain makes all bees dangerous. Warnings are posted all along the Mexican mainland, but we haven't seen any in Costa Rica despite the fact several people have been killed by the bees here. We later had another swarm on our boat in Playa de Coco, Costa Rica, but it was only the size of



## Baja Ow! Ow! Sail Week Little O — Olson 30 The Coast Cruiser (Sausalito)

It was, beyond the shadow of a doubt, the worst trip the Coast Cruiser has ever been on.

One of the most dreaded thoughts to cross a cruiser's mind is that of becoming incapacitated while cruising a sparsely populated area of a foreign country. That alarming idea became a grim reality for the Coast Cruiser and Cruisette early last month when they sailed the Cruiser's Olson 30 to Isla Partida for Baja HaHa Sail Week.

Their 20-mile sail from La Paz to the island had been a delightful romp in the light air and flat water that Olsons love when sailing to weather. They hadn't a clue, but that would be the end of the Cruiser's active sailing for the week, as early the next morning his lower back went 'snap, crackle and pop'. The pity is he'd done nothing but bend over slightly to fiddle with the anchor line. No matter, in the time it took to walk from the bow to the stern of the 30-footer, his back, hamstring and other muscles on the right side had begun going into spasm, presumably to protect whatever it was the Cruiser had done to his body.

In retrospect, the cause of his misfortune was obvious. Several times the day before



As well as a tow, 'Genesis' supplied the Cruiser and Cruisette with goodies slid down the towline.

a football, and thus hardly worthy of a feature length nightmare.

— petra scotese

swatting and sweating. We kept killing bees, but finally, as predicted by the expert, they began to swarm off to other places. Soon all that was left were the many casualties on our deck. Relieved, we thanked the Coast Guard and our friends for their vigil and



*To the Cruiser, a friend 'in knead' was a friend indeed.*

the cruiser had to pour fuel from a heavy six gallon container into a tiny outboard tank — while stretching way off the transom of the Olson. The Cruiser's back hadn't hurt any of the three times he'd done it, but there is no doubt in his mind that the three strains contributed to the eventual shutdown. Later he dropped the hook and ground tackle — made for a heavy 39-footer — by hand and without benefit of so much as a bow roller. Finally there was the matter of the 6'4" Coast Cruiser preparing dinner in a boat with 3'6" headroom. The only mystery is why his back hadn't gone out earlier.

The Cruiser's broken down back bummed him out for two reasons: 1) because everything from his butt down hurt like hell, and 2) because it raised the question of whether or not a big person like the Cruiser can really cruise a boat with as little headroom as an Olson 30. It would be a shame if that's the case, because for the Cruiser's money there is no finer sailing boat for a short term cruise in the Sea of Cortez than the rocket-like Olson.

Actually the Cruiser had no time to philosophize as he was faced with a decision: 1) return to La Paz and/or the States for medical treatment, or 2) spend as much time

as possible on the beach hoping the warm Mexican sun would effect a miracle cure. He decided to stay; because he had a story to cover, and because he refused to accept the possibility the boat had been trailered some 3,000 miles for just six hours of sailing.

So he spent the next day exactly how he spent the remainder of Baja Ha-ha Sail Week days; lying on the beach in mild to excruciating pain. No volleyball, dinghy racing, sail boarding, heavy drinking, dancing, horseshoes, water balloon tossing or even Mr. Muscle competition for the Coast Cruiser. It was awful.

Ralph Naines from *The Trip* would graciously dinghy the Coast Cruiser to and from the Olson and beach and patiently stand by as it would sometimes literally take minutes for the Cruiser to make the agonizing climb from the dink onto the Olson. As if Ralph wasn't accommodating enough, he ended up making dinner for the Cruiser and Cruisette most of the week, too.

Nights weren't much better for the Cruiser. He'd painfully crawl into the tiny Olson's forward V-berth and squirm in pain throughout the night. He never slept for more than a few minutes at a time, and what's worse, knew he was preventing the light-sleeping Cruisette from getting her badly needed rest.

There's something about a beached-

whale sized male writhing around on a beach in obvious pain that brings out the Florence Nightingale in women. Right from the start the Cruiser got treatment and advice from scores of women; treatment including reflexology, light massage, heavy massage, deep tissue massage, visualization, magic coral, voodoo, icing and stuff he can no longer remember. This intensive attention went on for so many days that the Cruisette couldn't help but become disgusted and the Cruiser's benefactor Ralph threatened to suddenly develop back problems of his own. While none of the ladies had a cure, their heartfelt efforts and attention certainly helped the Cruiser pass time pass more agreeably. He thanks all of the ladies from the depth of his heart.

This is not to say that the men didn't try to help also. They did, in their own fashion, which invariably consisted of stories of their own incredible back problems and miracle cures, the latter of which came in tablet form. The Cruiser, having developed an aversion to drugs, ethical and otherwise, soon after completing his own personal drug research during his university days, was in such excruciating pain that he began to try samples of just about everything: muscle relaxers, anti-inflammatories, Valium, mild pain killers, strong pain killers — anything that offered hope. American drugs, Canadian drugs, Mexican drugs — none of them offered significant relief the Cruiser was dying for. He was in nearly constant severe pain and utterly helpless. The only difference between him and a big blob of jelly was that the Cruiser weighed more than the jelly.

The pain was made worse by the Cruiser's many frustrations: having the perfect boat in Mexico and not being able to sail it; not being able to participate in any of the activities; not being able to properly cover the story or take good photographs; knowing he wouldn't be able to trailer the boat home — to say nothing of this drastic and unexpected blow to his lovelife. "Shit!" he mumbled over and over again.

When Sail Week passed, the still totally incapacitated Cruiser required the assistance of two volunteers and the Cruisette to have his boat towed — ah, the humiliation of it! — back to La Paz by a very gracious Dick Southworth and Teri Enger and their Niagara 35, *Genesis*. The two made it as pleasurable as tow as possible by sending back food and drink on the tow line. The volunteer crew loved it; the Coast Cruiser was too out of it

# CHANGES IN

## ALL PHOTOS/LATITUDE 38

to notice.

Once back at Marina Palmira, a very gracious Ricardo Lopez offered to arrange a Saturday appointment with an orthopedic surgeon. Not only that, but he also drove the Coast Cruiser to the physician's office and waited during the examination. He then got the Coast Cruiser's prescription filled and drove him back to the boat.

By the time the Coast Cruiser got back to the marina, other friends had dropped the mast and prepared the Olson to be hauled out. Fortunately for the incapacitated Cruiser, Ricardo Perez insisted that he forget about the boat because Ricardo would make it his responsibility to get it up on the trailer and ready to travel. (By this time Southworth and Enger has agreed to drive the boat back home; surprisingly there were three other couples eager to take the job if they didn't want it).

Ricardo was just one of the many Mexicans and Americans who overwhelmed the Cruiser with their friendly support and assistance — both before and after he was hurt.

The osteopath had diagnosed the Cruiser as probably having a pinched nerve and recommended total bed rest for the next week. Unable to either stand or sit, it seemed like a wise course of action to the Cruiser. Checking into the Los Arcos Hotel, the Cruiser literally crawled on his hands and knees to the third floor room. Neither a full bed or medicine offered much comfort, so the Cruiser racked up nearly \$300 in phone calls searching for travel arrangements back to the States.

Med-Evac gave a quote of \$12,500 to Lear Jet him on a stretcher to San Francisco. "Hell, that's not bad," the Cruiser replied. "Dollars, not pesos," reminded the dispatcher, breaking the Cruiser's heart. Even their economy turboprop was an out-of-the-question \$9500.

With seemingly no alternative, the Cruisette booked three seats on a plane from the two-hour distant San Jose del Cabo airport to San Francisco. The only problem was the Cruiser had no idea how he'd be able to sit or even lie on an airplane for more than five minutes without going out of his mind. Providence intervened by hiding the road to San Jose del Cabo and the plane was missed. Perhaps it was for the best as the Cruiser was repeatedly warned that Mexicans roads are inundated with drunken drivers on Sunday.

Depressed, the Cruiser checked into yet another hotel and was dragged, tears streaming down his face, into the room. He felt like he'd hit rock bottom; if he had a chain saw he'd have cut off the offending leg. An hour later the Cruiser was shocked to see an ambulance crew enter the room with a stretcher. Tom and Sarah of the Yankee 30 *Frolic*, and the Cruisette couldn't take it anymore. They'd got the ambulance crew from the Naval Hospital, which called Aero Mexico to reserve eight priority seats on the next flight to Los Angeles. The Cruiser was going home that night! That brought on more tears, tears of happiness.

The Cruiser can't say enough good things about the treatment he received from the people of Mexico. The medical treatment at the Naval Hospital had been kind and efficient. They gave him short and long term pain shots, which provided the first real relief the Cruiser had had in a week. But it was more than just pain relief. Everyone from the doctors, to the ambulance crew, to the airport staff, made an effort — whether it be with a smile, a pat on the back or a little joke — to try and make him feel better. The Coast Cruiser won't soon forget their love and warmth.

Equally as kind and caring were the Aero Mexico crews who removed six seats and carried the Cruiser up the back steps of the DC-9 and strapped his stretcher onto the frames where the seats had been anchored. They, too offered glowing smiles, pats of encouragement and best wishes. The Coast Cruiser can't find the words to express how grateful he was.

It seems crass bringing up the matter of cost, but other than the eight plane tickets to L.A., the total cost was \$55 dollars. Twenty-five dollars for the osteopath and two injections, and \$30 for two more shots, the Naval Hospital doctor, and three hours use of the ambulance and its crew.

There's no mistaking the difference in medical care between Mexico and the United States, where the desire for big bucks has all but obliterated any compassion. The Coast Cruiser was taken from the plane on a stretcher to an ambulance waiting on the tarmac. The trip to the Orthopedic Hospital in downtown L.A. came to nearly \$300, the price not being as grating to the Cruiser as something else. Dying of thirst from the pills he'd taken and the dry air of the flight from Mexico, he asked the ambulance attendant for a glass of water. "I can't he said, "it's



against our insurance regulations." The Cruiser could only shake his head at how perverted and uncivilized this country has become.

Located in downtown L.A., the County Orthopedic Hospital was a surprisingly nice and clean facility. It's a shame, the Cruiser later mused, that the staff couldn't approach the standards of the physical set-up. Treated in a manner that bordered on outright hostility, the Cruiser was gruffly rolled around on a gurney while the doctors and nurses twiddled away a half hour doing absolutely nothing. After x-rays were taken by a glum technician who apparently had no speech, the Cruiser was graciously allowed to agonize another half hour before being told that there was absolutely nothing wrong with his spine or discs. The physician assured the Cruiser he had nothing but a strained lumbar, which would heal in a week if he promised to stay in bed.

The only thing worse than the physician's horrible bedside manner was his diagnosis. Two weeks later the Cruiser is about to undergo surgery for a massively herniated disc, twice the size, he was assured, of a typical one. It took a Marin osteopath about two minutes to make that



*A better way to spend a vacation.*

diagnosis, which was later confirmed through Magnetic Resonance Imaging. Thanks to the L.A. twit, the Cruiser was allowed two weeks of additional unnecessary agony during which he was unable to sit or stand. Recovery from the Cruiser's surgery is expected to be quick and nearly complete. This is good, as the Cruiser is eager to wring the neck of a jerk masquerading as a physician in Los Angeles.

That's the Cruiser's story, sad but true. The only moral he's been able to come up with is that you've got to be willing to take the bad with the good — or condemn yourself to a very dull life.

Having spent most of Sail Week drugged and unable to move, and the last three weeks reeling from more pain and drugs, the Cruiser begs your indulgence regarding this year's Race Week story. It's far from complete and quite possibly inaccurate from time to time; but it's the best he could do.

And the Cruiser also wants to once again thank everyone — and especially the wonderful people of Mexico — for their help

and encouragement. It really did make a difference in the worst trip he's ever been on.,

— latitude 38 4/21/90

*Managing Editor's Note: The Coast Cruiser went under the knife the second to last Monday in April. At this writing, he has taken his first tentative steps in more than two weeks — heck, it's the first time he's been verticle in more than two weeks — and is recovering nicely.*

#### Counterpoint — Cal 35 John & Mary Vetrovile The Great Barrier Reef (Sausalito)

It only happens in November when the moon is full and the tide is up. The natives speak of a 'bloom' and when asked 'where', say 'on the reef'. On the morning after the full moon, my eye catches something like pollen floating on the water. The following day a soft green and magenta goo appears on the surface of the water, looking as if someone has dumped oil paint in the sea. This goo is the fertilizing coral; it changes and drifts, then in a couple of days it

disappears. After that, the sex life of the reef goes on 'hold' until the full moon next spring in November.

We'd hoped to get up to the Great Barrier Reef as far as the Whitsunday and Keppel before November, but hit problems. Our first night out from Lawries the electrical system went out, so we had to pull into Tin Can Bay to buy replacement batteries. From there we sailed to Fraser Island — where we discovered the fuel tank had sprung a leak. Thus we moved to Gladstone, where we hauled the boat and hired a crane to pull the engine. This allowed us to get at the fuel tank and have it welded.

An investigation revealed that the leak in the tank was the result of the unpainted bottom of the aluminum tank coming in contact with the copper lightning arrestor — in other words, electrolysis.

Five weeks later we were on our way again only to find that the engine was running hot as soon as we reached the first buoy. Dropping our hook in the middle of the main shipping channel, we called the volunteer Coast Guard. Taken back to Gladstone once again, an Aussie friend came aboard to help. He suggested pouring coolant into the hole for the thermostat. With this the fluid was able to reach the pump and the engine resumed running at the correct temperature.

The next day we left for the Capricorn area of the Barrier Reef. During a radio check to let the Coast Guard know we were through the North reefs, I reported that a telephone pole floating in the water was a hazard. The Coastie just laughed and said I'd probably just seen a saltwater crocodile.

Our New Zealand friends on *Avanti* heard us on the radio; being so close, we had a rendezvous in the lee of Masthead Island. We reminisced over cocktails and dinner, watching the sea snakes inspect our anchor chain. At high tide the next day, we dinghied over the reef to the beach. The sand was covered with turtle tracks and terns, noddies and fuls jammed every notch in the trees. We had to be careful not to crush shearwater nests, which are underground. After a swim together the next morning, our Kiwi friends headed their way while we took off for Lady Musgrave Lagoon via Pancake Creek.

John went to dinner with some cruising friends at Musgrave, while I stayed on the boat and heard a weather forecast calling for 30 knot winds, increasing seas and an

# CHANGES IN

approaching trough. When everyone returned, we weighed anchors and hurried out of the lagoon before the weather arrived. We reduced sail that night to arrive at Burnett Heads with the morning tide. We heard one boat call Bundaberg for river information; the advice to proceed at low tide surprised us. And sure enough, they were hard aground in the mud waiting for the tide to come in.

After Christmas, Boxing Day and New Years in 'Bundy', we headed south with the first northerly to escape the storms. But just 20 hours out we heard a forecast of a deepening low in the Coral Sea with the likelihood of strong southeast winds. When we saw all the fishing boats heading for shelter, we returned to Bundaberg.

Getting restless, John decided we should leave Counterpoint and take the train to Rockhampton in order to visit the Koorana crocodile farm. After seeing the crocs and having dinner, we turned on the motel television to hear that cyclone Nancy was expected to hit the coast between Noosa and Bundaberg about midnight! Fortunately, Nancy hung offshore as she moved south outside Fraser Island and down the coast all the way to Tasmania.

After medical check-ups in the States, John wants to sail up the Barrier Reef and over to Darwin for the start of the Darwin to Ambon, Indonesia Race.

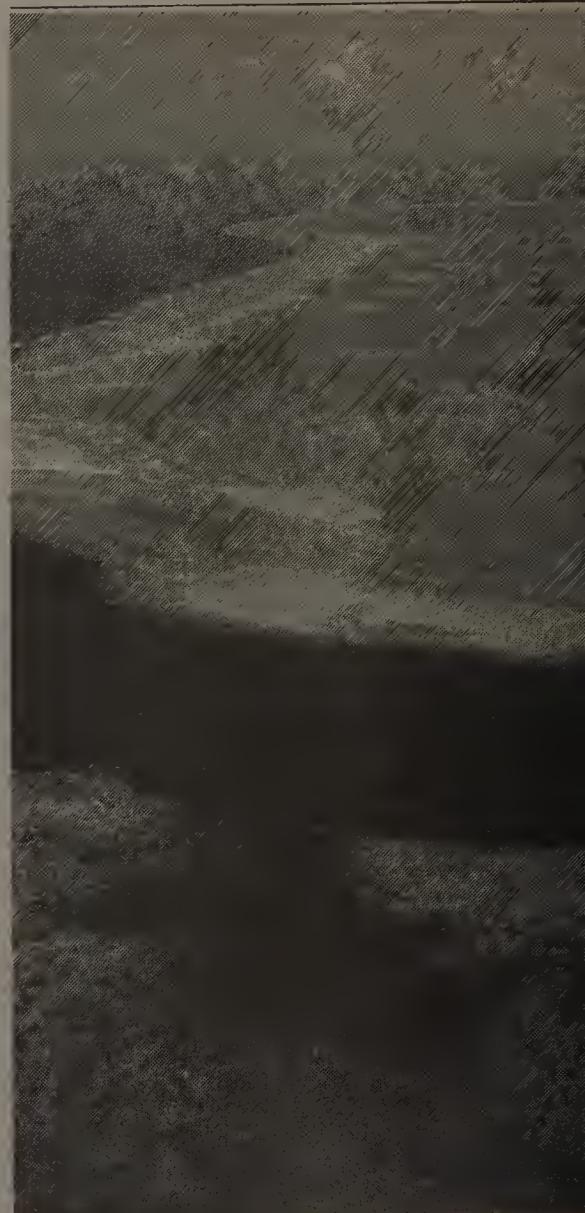
— mary 4/10/90

**Murielle — N/A  
Knick & Lyn Pyles  
West Coast Of South America  
(Seattle)**

The following narrative is to keep our friends — including those from Z-town in April of last year — current with our adventures.

We left Salinas, Ecuador on December 17 bound for the Panama Canal with a stop planned for Isla de Plata. Reputed to be almost as good as the Galapagos but without all the bureaucracy, we did enjoy our stop there. The hillsides were spotted with nests of blue-footed boobies. Each nest had a hen sitting atop one for two fluffy chicks that looked for all the world like feather dusters without handles.

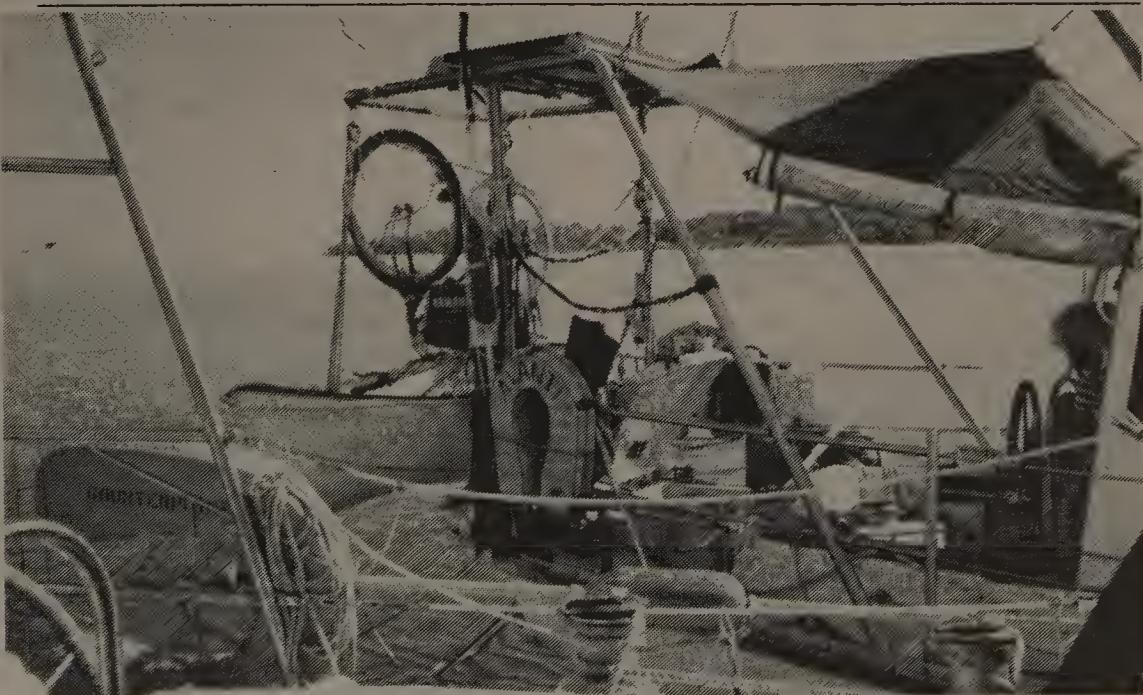
Our plans to sail to the Canal changed when Noriega declared war on the U.S. and with the guerrilla on the 20th. Thus we ended up at Manta, Ecuador to regroup and



America had all the indications of being a dull and lonely affair. But that night a motor yacht came into the harbor and we dinghied over to say 'hello'. Onboard we found two Peruvian families who had taken delivery of the boat in Miami and were delivering her home to Peru. Serving brandy and plenty of good cheer, they told us they had made it through the Canal before the shooting had started. More importantly, they gave us many tips on where to go and what to do in order to cruise Peru in safety and comfort. So Christmas turned out to be all right after all.

On December 30, we left Manta and headed south with a revised plan: to sail south to Chile with a goal of spending the southern hemisphere winter in Valparaiso, then in spring (October) sail south to the Straits of Magellan and into the Atlantic.

So far our passage down the west coast of South America has been really wonderful. We entered Peru at Paita, finding the colonial town to be a little rundown but full of charming people and interesting sights. Ancon, La Punta and Callao were also fascinating places to visit with terrific people. After a brief rest in Bahia Paracas, the National Park with the famous candelabra hieroglyph, we pushed on down the totally

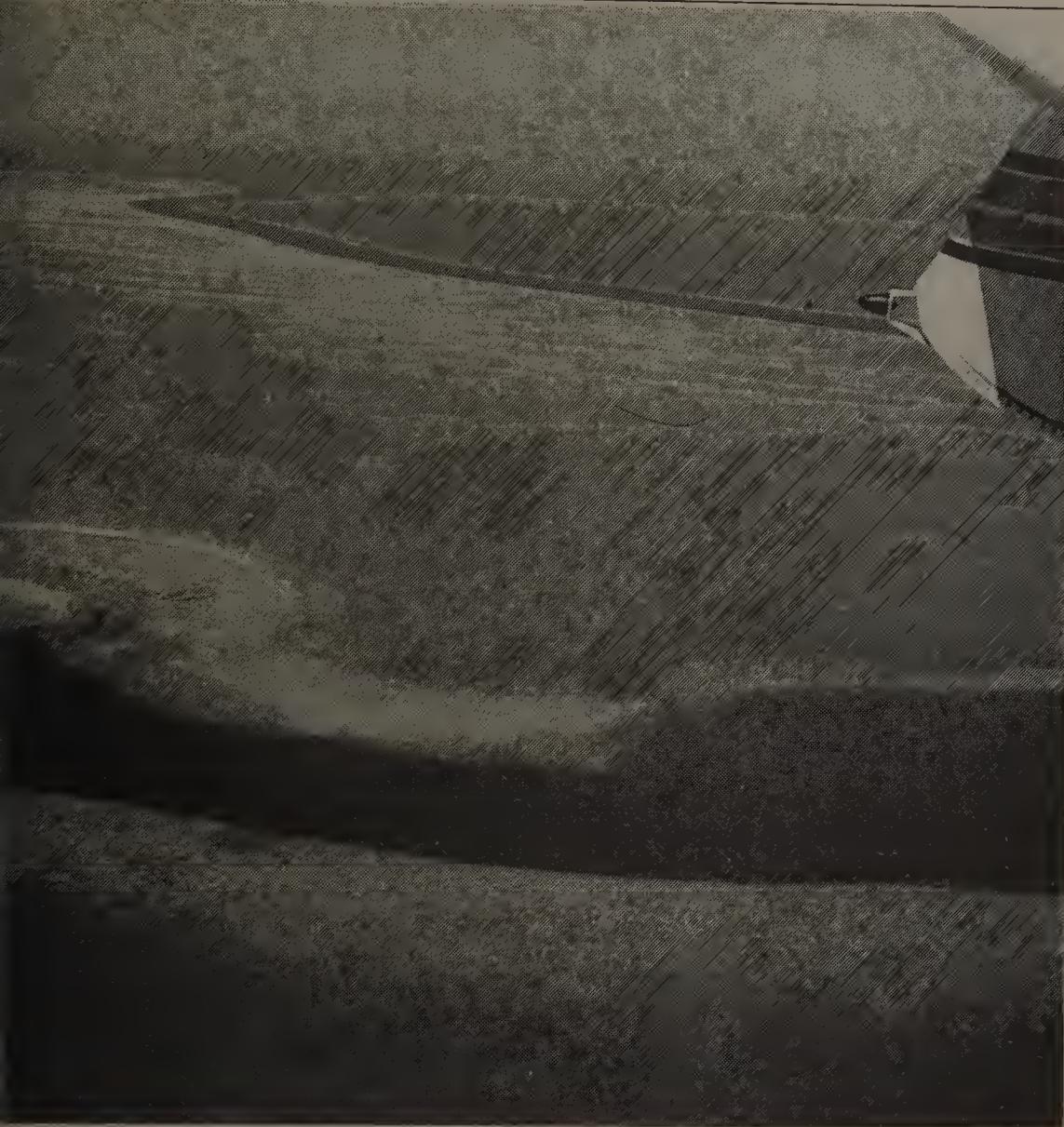


JOHN AND MARY VETROMILE

*Rendezvous at Masthead Cay, Great Barrier Reef. 'Avanti' even brought the kitchen sink!*

take care of repairs we'd slated for the Canal Zone. With ours being the only foreign boat in the harbor, our first Christmas in South

Once the seas calmed, we again rode a northerly south — it was a great sail — down to Mooloolaba. As we went along, dozens of spinner dolphins put on a grand marine show, with half a dozen leaping in unison and then frolicking in our bow wave.



*'Great' doesn't do the Barrier Reef justice. It's immense.*

barren coast to Arica, Chile.

Once south of the Galapagos, you are off the normal path of cruising yachts. This was fine with us — except for the very lonely feeling we'd sometimes get when anchored or running down the wild and deserted coast of Peru. It was the night fog that made the coast of Peru such a tummy-tightening experience because there are so many trawlers and seiners about. Radar is a must for safety. Our SatNav allowed us to quickly determine which way the current was flowing — an important consideration since we were coasting between one and five miles offshore. It was mostly a motoring trip, as there was either no wind or it was right on our nose.

The coast of Chile is as mountainous, desert-like and rugged as that of Peru, but with some important exceptions. The weather along the north coast of Chile is wonderful, with little of the humidity that's found along the coast of Peru. The rugged coast of Chile is also dotted with some really terrific ports. As much as we enjoyed this part of Chile, it's devoid of European and North American

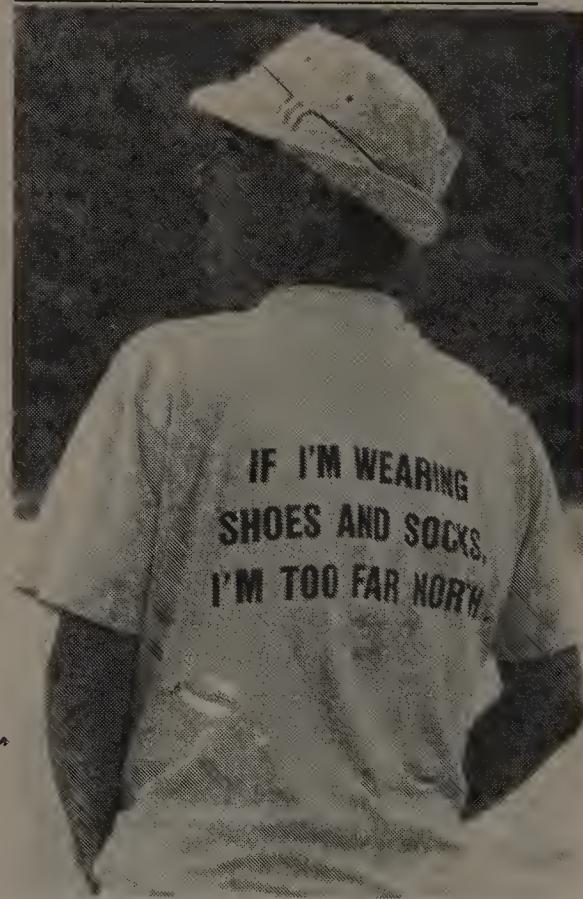
tourists. The long distance from home is one reason, another is the undeserved bad rap Chile gets in the press.

Antofagasta (which means 'a place where copper is hidden') was a name that had always intrigued us when we came across it on a chart. It turned out to be a thriving historic city of 200,000, with a bustling downtown, traditional buildings, lovely homes and the widest apartment building in South America spread across a hillside above its coves and beaches. The president of the local yacht club and his wife squired us all around, including a trip to the amazing copper mine at Chuquicamata. Located at 10,000 feet above sea level, the manmade hole is 2,000 feet deep.

We spent 10 days at Bahia La Herradure (Horseshoe Bay), which has a long sailing history. From the 16th to 18th centuries it had been the haunt of various corsairs, including Sir Francis Drake. It had also been a favorite with explorers and adventurers. Darwin's Beagle careened here prior to her famous cruise to the Galapagos; in fact, we visited the house where Darwin stayed in while his boat was being repaired. Here, too, we were treated royally by the members of the yacht club.

As we entered the narrow mouth of the bay, we were overwhelmed by the sweet smell of sagebrush. Later we learned we had arrived when Romeria, similar to Rosemary, was in bloom. It took us awhile to realize the smell seemed so strong because we'd just transited 2,000 miles of coastline devoid of any unirrigated plant life. We hated to move on, but winter's storms were on their way.

Actually, we got a taste of one just north of Harradure, where we encountered 35 knots of wind and big square waves out of the south. We had to hand steer for 16 hours trying to get around the greybeards. The afternoon before the blow was marked by a steady barometer and fair weather cumulus clouds — not normally the indicators of gale force winds. As the blow began the skies cleared and the barometer remained steady. As we tired in the late night hours, Venus came up like a search light over the coast range giving us cheer until dawn when the weather finally let up.



*Words to live by.*

We'd only made 18 miles in 12 hours, but after the wind died we found a favorable current and made 14 miles in just two hours!

# CHANGES IN

We planned to stop at Vina del Mar, Chile's international resort city, but our passage was faster than we expected and we passed it during the pre-dawn hours. Arriving before dawn at Algarrobo, our final destination for the season, we motored around in circles for an hour waiting for daylight so we could negotiate the guardian reefs with safety. The yacht club's crew was there to help shoehorn us into their cozy harbor.

Algarrobo is both a tranquil resort and summer home community for the residents of Santiago. The charmingly designed homes, which are neatly maintained, are similar to those on England's North Sea shores. The climate and flora, however, are like that of California's Central Coast. Like Carmel was in the good old days, Algarrobo is devoid of commercialism except for the tiny shops and a few quiet hotels.

The yacht club we're staying at has a marina whose breakwaters adjoin an island bird sanctuary. We have scores of penguins within 80 yards of us. During mid-day hours they are off having lunch in the ocean, but in the morning and evenings they conduct their business on the sand. At night we heard a strange 'mooing' such as cows make.



Phil, proprietor of Phil's Restaurant in Maleque, is the cruiser's best friend on the Mexican mainland.

The locals assure us it's not Old Bossy wanting to be milked but the penguins going about their unique rituals.

Over the next 30 days we'll get Murielle ready for her long winter's nap on dry land. Once she's up, we'll fly north for a continuation of our perennial endless summer.

— knick & lyn 3/23/90

**Hawaiian Eye**  
Carol Post  
**Waterfront Postal Center**  
(Honolulu, Hawaii)

Richard Curtis and Kit Althen aboard Wayward Wind out of Anchorage have left for "parts unknown" in the South Pacific. Having spent most of the winter shaking down their boat in the Hawaiian Islands, they have no big plans other than to cruise until they get tired of it. We should all be so lucky.

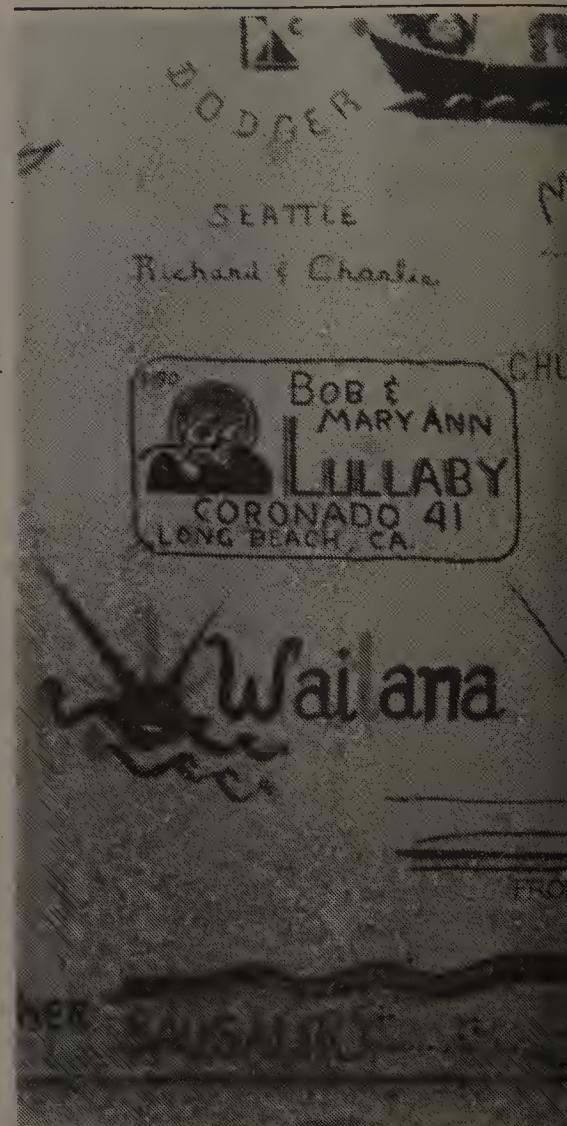
Planning to leave Hawaii soon for Palmyra, Tahiti, Tonga, New Zealand and Australia are Pipeline Brandimart [is that his real name?] and Laurie Ortiz aboard the Hilo-based Triton, *Butterfly*. For the last six months the couple has been cruising Hawaiian waters. They advise mariners not to make a night entrance at Nawiliwili on Kauai and that the locals strictly prohibit liveabards. From May to September, gorgeous Hanalei Bay has good moorings and is an ideal place to stay.

Floridians David Morgan and Barbara Dressler left the Sunshine State 2.5 years ago, arriving in Hawaii after leisurely visits to the Yucatan, Belize and Guatemala (where they found the Rio Dulce to be terrific). Having stayed aboard their 36-foot Amel, *Saravah*, while working on a new resort at Lanai, the duo are now on their way to Tahiti, Tonga, Fiji, New Caledonia and hopefully, Australia by Christmas.

Calling on the Hawaii YC was the San Diego-based 70-foot long range motoryacht *Zipilote*. The yacht, with crew Joan Freeman, Ed Kohler, Mark Johnson, Mel Ibey and captain Bruce Kessler, left Marina del Rey in late February and followed the rhumline to Honolulu. Next stops are Palmyra, Fanning, Christmas, the Societies and on to Australia for Christmas. From there plans have yet to be formulated.

Boats cruising the Islands:

*Leilani*, with Bob and Mary Carnes. *Velero*, with Victoria and Jerry Ellis shaking the boat down in the Islands and resting up for the South Pacific. Also headed toward Palmyra and then Fiji, where a job is waiting for him, are Michael and Karen Stringer aboard the steel ketch *Nijord*. They set out



once before, but returned when their SatNav conked out. Facing excessive repair costs, they replaced the electronic box with a navigation calculator and dusted off the sextant.

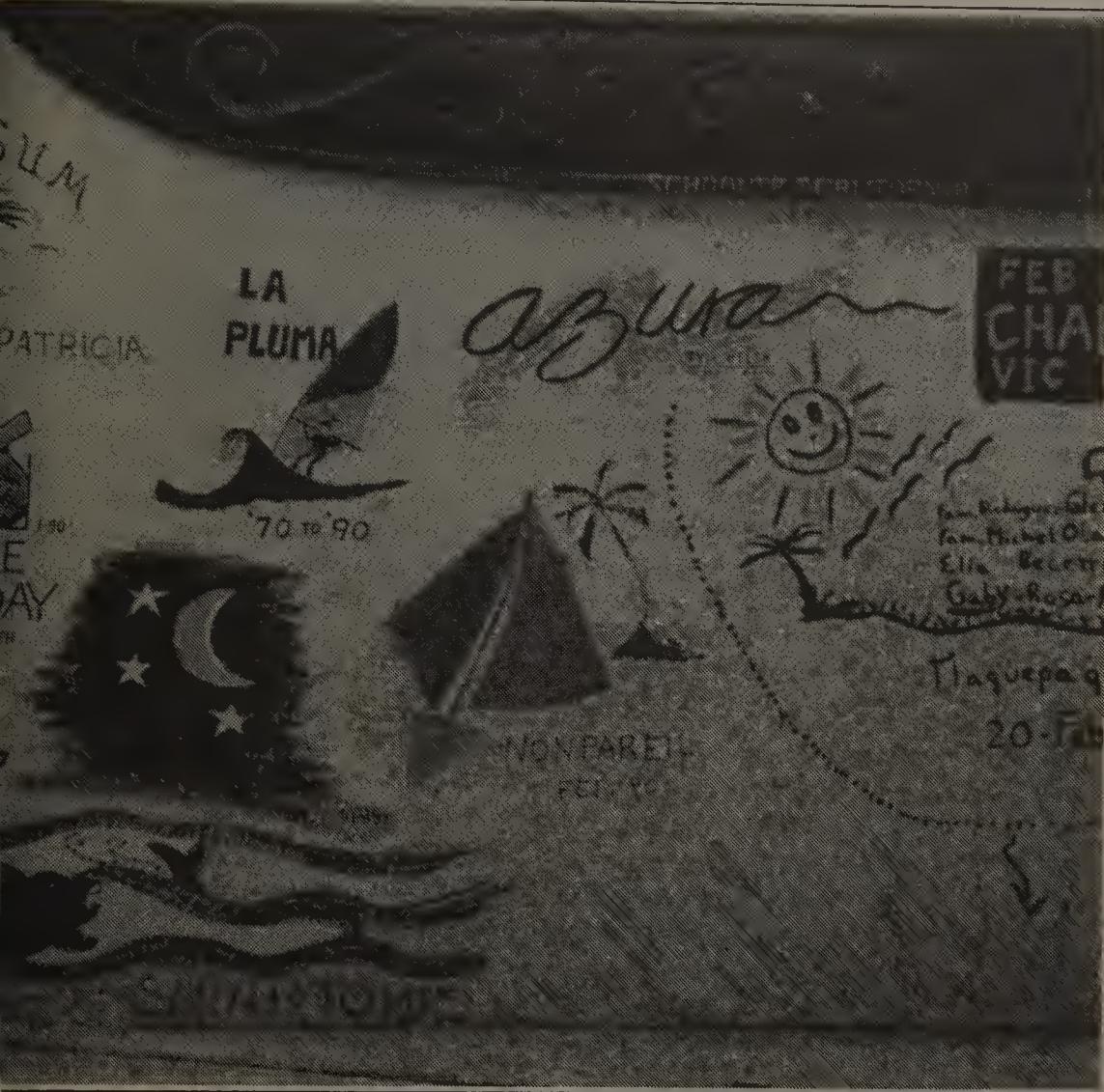
Transients at the Ala Wai:  
*Sinu-k-tam*; *Fortune* from Mound, Minn; *LouLou Bird* and *Daybreak* from San Francisco; *Albatross* from Vancouver; and, *Voyager* from Oxnard.

— carol 4/16/90

Readers — If you're going to Hawaii sometime soon, make sure you take the time to stop by the Waterfront Postal Center; if you haven't seen it, you haven't seen all of Hawaii.

## Cruise Notes:

Joyce Clinton, formerly of Redwood City who more recently has been cruising between Panama and the Sea of Cortez aboard her tri *Galadriel*, wants you. She wants you and other cruisers to regularly submit brief updates to *Changes* on your whereabouts and adventures. "I always read *Changes* first," explains Joyce, "because it's the only way I can keep up with what my cruising friends are doing." Joyce is fortysomething and fabulously fit; if you know what's good for you, you'll comply with her request. Besides, if you include a stateside return address, we're likely to send



*Back home, you may frown at graffiti. When you go cruising, everybody's an artist — the wall at Phil's.*

you a Roving Reporter T-shirt as our way of saying 'thanks'.

Another example of Clinton's power of influence: she's got two of the oldest Baja vets thinking about giving up their current boats for trimarans. The two are Joyce's close friend, Terry Kennedy with the old Navy powerboat, **Erotica**, and Ralph Naines' Irwin 34, **The Trip**. While Ralph has reservations about multihulls for open ocean sailing, he thinks they might be just the ticket for Baja and mainland Mexico.

Careful with your **knots**. Just ask Long Beach's Chris Quint of the Tahiti ketch **Henrietta Jo**. When visiting a friend's boat at Bahia Navidad, Quint apparently tied his dink up with a clove hitch. The hitch worked loose and the dink drifted away. After putting out a reward for the Porta Boat dink, a fisherman found it bashed up on the rocks. All that was worth salvaging was the dink's hardware. It took two weeks for Quint to have his other dink delivered down from the States. A cruiser without a dink is a sailor with a **big problem**.

If you own a 47-foot ketch, go by the name **Gabriel**, and responded to Dobie Dolphin's listing in the *Cruising Crew List*, be advised that Dobie is looking for you.

Something about her copying your phone number incorrectly. Dobie walked the docks looking for your boat — knowing her name would have helped — or your red-headed Irish friend, but with no success. She'd like to have you give her another call at (707) 937-0405.

Last November there was quite a bit of **tension between the cruisers** in San Diego waiting to head into Mexico and the Harbor Patrol. Much of the trouble began, we're told, over the lack of CF numbers on motorized dinghies. In Canada, Washington and Oregon, tenders to larger vessels are not required to have their own registration. Thus cruisers from out of the state or country were either unaware that California requires separate registration or don't feel like going to the time and expense of getting such registration for just a couple of weeks.

Bill Rogers of the Cascade 36 **Carefree** is one of those who ran afoul of the notoriously officious San Diego Harbor Patrol. During a conversation at Sea of Cortez Sail Week, Rogers told us that the San Diego Harbor Patrol issued him a citation for not having CF numbers the day after he arrived in San Diego. There was no warning, he says, they just slapped him with a citation. He notes that no other officials in California had said boo about not having the numbers.

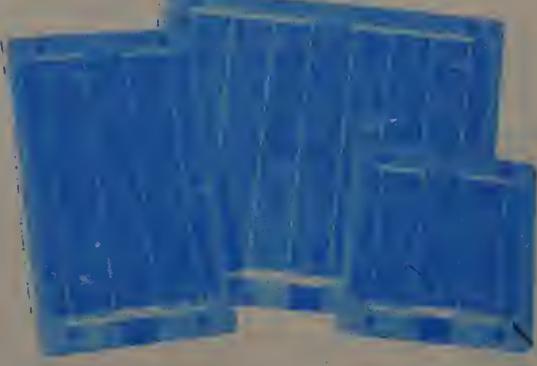
Believing that as a transient he didn't need such registration, he called the DMV. Rogers claims the DMV told him that he shouldn't have been cited; after two hours in traffic court his case was dismissed. From then on, Rogers feels he was harassed by an angered Harbor Patrol. He claims that Harbor Patrol boats would conspicuously circle his boat three times each day and finally cited him for having too small an anchor ball; that citation was also dismissed during a court appearance in January. He was then cited for an insufficient anchor light. Once again the case was thrown out.

Rogers says that after his first two citations were dismissed, one Harbor Patrolwoman sought him out and told him, "You've got to be out of San Diego by January 1." Rogers says he told the patrolwoman that he is a veteran, that he's a citizen, that he has a valid passport, and that since he hadn't done anything wrong, he wasn't about to be forced out of town. Rogers remained in San Diego until February, that last month being harassment free.

While Rogers had more trouble with the San Diego Harbor Patrol than most, there have been far more cruiser complaints about this agency than any other in California. We suggest they take a few minutes and bucks to publish their rules for all the transients that pass through. Or better still stop having conniptions over the little stuff.

**What can you do** if you find a perfect empty anchorage in which to commune with nature — and another boat decides to horn in on your tranquility? A veteran cruiser in the Sea of Cortez, where there are plenty of anchorages where you should be able to be alone, says it's not a problem. Instead of retreating down below to wallow in your discouragement, our expert suggests messing up your hair, turning up a just-for-this-purpose rap record to full volume, grabbing a bottle of tequila and heading for the topsides. The act de resistance is for the male of the boat to remove all his clothes, go to the bow pulpit with the bottle of tequila and then loudly greet the new arrival with: "Party, party, party babes, let's rip it up tonight!" Nine out of ten times this 'act deranged' strategy works great; one time in ten it's a disaster, however, because a wild party is just what one of ten new arrivals is lusty for.

**One final reminder:** don't forget to write.



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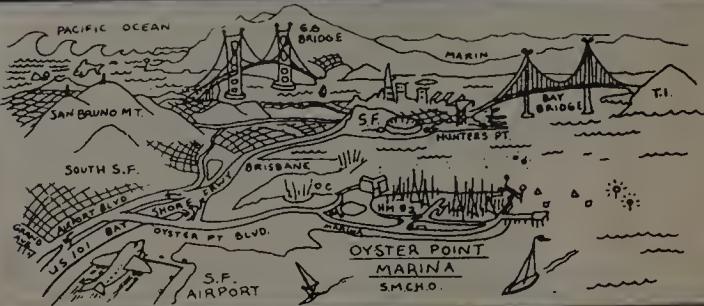
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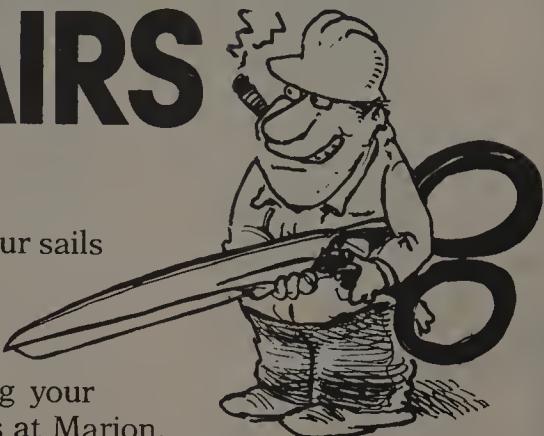
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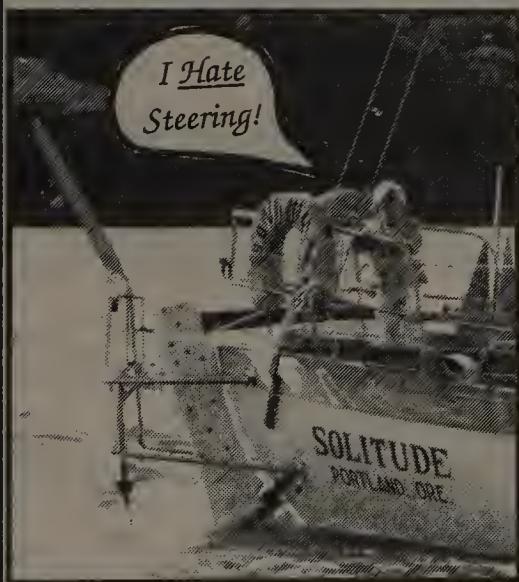


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**ISLANDER 30 MKII,** 1972. "Elf". Active SF Bay class, roomy F/G sloop. 7 sails, VHF, DS, KM, stereo/tape deck, Delta awning, cockpit cushions, Palmer eng. \$21,900 or b/o. Call Jim 435-9654.

**CATALINA 27,** 1972. Honda 7.5, dinette, 4 sails, shore power, VHF, DS, whisker pole and AP. Cockpit rigged lines, varnished exterior woodwork, LPU on spars. Immaculately maintained, extras. \$11,000. Call (415) 654-6728.

**THOUSANDS OF THESE BOATS** made, not many for sale. Excellent condition Venture 25. New motor, new winches, lots of extras and built-in fun. Must sell. \$7,500. 862-2091.

**CAL 30.** F/G Sloop. Main, 3 jibs, spinnaker, cover, 10 beam, 4.5 draft, Atomic 4, 30 hp, 2 anchors, head, radio, alcohol stove, ice box, DS, compass, 5 berths, 2 extinguishers. Good condition. \$12,500. Call Bill Dahn (415) 935-8262.

**ISLANDER 28,** 1978. Wheel, Atomic 4 engine, teak interior. Excellent condition. Emeryville berth. Priced to sell at \$19,950. 654-3992.

**CAL 9.2,** 1982 (30). Ron Holland design. All new interior. Dsl, three sails, spinnaker pole, backstay adjuster, dodger, knot, depth, super clean! \$24,000 or b/o. Slip available. (408) 224-7838.

**CATALINA 27,** 1977. Excellent condition. New dodger (cockpit & stern), headsail furling, AP, VHF, DS, shore power, stereo, o/b. \$14,500. (408) 923-2406.

**BAYLINER 27.** 3 sails, roller furling jib, Volvo dsl, horse shoe buoy. Must sell. Best offer. (408) 996-2045 leave msg.

**EXPRESS 27.** 1986 and 1988 National Champion. 1988 North Hi-Tech kevlar racing sails plus cruising set. Totally tricked-out rig, new oversized 2-spd winches, new 4 hp Evinrude o/b, trailer, commissioned 1986. \$20,950. Call 421-1070.

**ETCHELLS 22,** #US 432, 1977, by Driscoll. Good race record. Hull w/trailer - needs mast & hardware. Must sell \$5,000 or b/o. (415) 567-6221.

**COLUMBIA 26.** Two sets of sails plus jenny. 6 hp Evinrude. Main & jib halyards led aft. Great Bay boat, needs only avid sailor to give it a good berth. Super buy at \$7,500. (415) 689-2114.

**31-FT RIVAL** (British) F/G sloop. Volvo dsl, Aries vane plus Autohelm. VHF, depth, Brooks & Gatehouse speed/log/wind. Sestrel steering, hand-bearing compasses. Walker log plus KM. 10 sails, 6 unused. Mast steps. Interior just painted white, varnished teak. \$27,900. (619) 575-0640.

**AMERICAN 26,** 1975. Excellent condition. Fixed shoal draft keel, 2 mains, jib, storm jib & genoa. Evinrude 9.9 Yachtwin, VHF, head, complete galley, 2 axle trailer, much more. Berthed in Berkeley. \$8,000 or b/o. Eves (916) 482-8337.

**RANGER 26.** Excellent Bay boat. Full inventory of sails, compass, KM, life lines, anchor, 10 hp engine and VHF radio. All lines lead aft for singlehanding. Sausalito berth. \$12,000 or b/o or 1/2 partnership \$6,000. Warren 495-3491 wkdays or 383-9198 eves/wknds.

**CAL 2-29,** 1974. Very clean, well maintained. Diesel, wheel, Loran, VHF, short wave, RDF, fathometer, RVG windvane, 4 sails. A great Bay and coastal boat. Easy to sail. \$21,500. Call (916) 332-1018 eves.

**SALE-SAIL-SALE, CAL 9.2R** performance cruiser. Purchased new 1985. Meticulously maintained. Dsl, 6 sails, VHF, wind, log, depth, many, many extras. \$39,500. (707) 642-5915/fv msg. Call with offer.~

**30-FT CLIPPER MARINE.** Sloop-rigged, all F/G, low maintenance sailboat. Fine shape! Sleeps 6, alcohol stove, porta-potti. A fun and easy boat to sail. Berthed in Sausalito. \$9,000, must sell-owner moving. Roger 654-3464 or Jon 453-4354.

**MODIFIED H-28.** Classic ketch. Great liveaboard/cruiser. Very well maintained. Double planked mahogany. Full boat cover. Sweet boat. Asking \$19,900. 331-7814.

**RAWSON 30.** Cruised So. Pacific. New dsl, Loran, self-steering, inflatable, Ham radio, VHF, RDF, radar detector, solar and wind generators, EPIRB, lots of sails and ground tackle, complete So. Pacific charts. Ready to go again. \$24,000. (707) 769-0673.

**MERIT 25,** 1984. "Xanadu". Excellent condition. Suzuki 4 hp, digital log & KM, all Harken, North sails. Ready for race or cruise. \$13,000. Call (916) 577-2525 hm or (702) 588-2724 wk.

**MacGREGOR 25,** 1985. 3 sails, 2 reef points, Loran, DF, AP w/remote, radio telephone, sink, stove, chart table, head, sleeps 5, Honda 10 hp, trailer, many extras. Excellent condition. \$8,000. (415) 754-6152.

**PEARSON 28,** 1978. Excellent. New full batten main, 3 jibs, new custom cushions, lines aft to cockpit, Raytheon ship to shore radio, legal thru hull head holding tank, 8 yrs maint records, i/b engine. \$14,750 or b/o (415) 994-9622 eves.

**NOR'SEA 27 OR FISHER** wanted. Will pay cash or make outstanding deal with GMC classic 26-ft motorhome, Palm Beach, model, plus cash! Heading for Calif. May, to search. Ph: Arizona (602) 983-3625 before May 15 or (602) 983-0717 after (fv msg).

**MacGREGOR 25,** 1981. Trailer, VHF/FM, KM, DS, galley, head, many extras. Reduced \$7,400. Call (408) 926-6390.

**26-FT BUCCANEER SAILBOAT.** EZ Loader trailer, VHF & CB radios. 15 hp Johnson, sleeps 4 adults/2 children, full shower, porta-potti, full galley. Never in salt water. \$11,500. (702) 677-8989.

**RANGER 29.** The best maintained Ranger 29 on the West Coast, period. Ready to race (last year's new sail was a North spinnaker), or cruise (all the comforts including portable propane stove.) \$24,500. (415) 983-1256 or 435-2068.

**KNARR 30-FT,** 1962. Without a doubt the nicest of its class anywhere in the U.S. Over \$35,000 invested in a top to bottom restoration; new deck, new sails, new boat cover, all invoices available. Best offer. Lv. msg 459-3840.

**OLSON 25.** #99. Ready to race or cruise. Sails less than 2 years old. 3 kevlar headsails, 1 dacron 130%, 2 spinnakers, storm sail, 4 hp Johnson o/b and dual axle trailer. Boat dry sailed in fresh water climate. \$20,000. (303) 239-8990.

**25-FT NORDIC FOLKBOAT.** Hull, rig extra strong. Very pretty boat, lots of varnish in excellent condition. New paint, club jib & gear, genoa, 2 mains, porta-potti, i/b engine needs work. \$4,700 or b/o. (415) 924-6890.

**HUNTER 27,** 1980. Excellent condition. Fin keel dsl, wheel steering, 4 sails, VHF, Datamarine Digital KM, log, DF, propane stove, teak sole, 8 opening ports, internal halyards led aft. Fast, roomy cruiser. Alameda. \$17,500. (415) 932-4846 or (415) 865-1035.

**OLSON 30-911SE,** 1989. Fully equipped & ready to race/cruise the Bay/ocean. Spinnaker & 150 mylar jib by Marion Sails, Universal dsl, Loran, VHF, AM/FM cassette stereo, depth & KM, wheel w/compass, full safety pkg, plus. Selling due to relocation. Asking \$65,000. Call Dale (415) 372-3637 days & (707) 746-1195 eves/wknds.

**CORONADO 30.** Excellent Bay/Delta sailboat. Rigged to sail singlehanded. '87 survey, wheel, stove, heater, KM, digital DF, new VHF. All new mast/rigging, new Hood Seafuri & jib, new winches, anchor, etc. \$16,000 or b/o. D: 372-5690.

**COLUMBIA 28,** 1968. Main with clubfooted jib, Volvo 25 hp dsl, VHF-Horizon 25, head and stove, slps 6, at own mooring in Monterey harbor. No monthly mooring fee. Weekend retreat in Monterey. \$15,500. Call (916) 889-8117 eves.

**NEWPORT 27,** 1970. Excellent condition. Dodger, Atomic 4 i/b, KM, DS, VHF, AM/FM cassette stereo, 2-spd winches, compass, epoxy bottom. Great Bay boat. \$15,000. Call (415) 829-7365.

**CAL 29,** 1969. Very clean. Rebuilt Atomic 4, recent overhaul. 90, 110, 130, spinnaker, folding prop, swim ladder, stereo, KM, DS, compass, VHF, blister free last haulout, sleeps 6. Great Bay boat, race winner. Asking \$13,500. Call (415) 528-2301 eves.

**25-FT CAPRI BY CATALINA.** Four sails including full spinnaker gear, 10 hp Honda, VHF. Excellent condition. \$6,200 or b/o. 228-9530.

**PEARSON ARIEL 26-FT,** 1965. Fully loaded for cruising. Excellent condition w/6 sails, lazy jacks, all lines aft, 8 hp o/b, new shrouds, VHF, depth-knot log meters, Inflatables, windvane, dodger, Sausalito berth. \$8,000. Jim (415) 388-5048.

**26-FT TEAK FRISCO FLYER,** 1952. Good hull, fair sails, needs refinishing and new cockpit floor. \$2,600. Karel 863-5155.

**CORONADO 30.** Well maintained. Sleeps 6, h/c pressure water, refrigerator, shore power, stove/oven, 3 jibs, main, spinnaker, VHF, depth, KM, compass, dodger & covers, cockpit cushions, 1981 Yammar dsl. Motivated 2 boat owner. \$15,500 or b/o. (415) 865-6223.

**CAL 30,** 1966. Atomic 4, 6 sails, 10-ft beam, 4 berths, 2 anchors, Martinez C-32 berth. 4 1/2' draft. \$12,500. (415) 935-8262.

**RANGER 26** in great shape. 2 spinnakers, roller furl (Harken), strong Honda, dark blue, VHF, compass, KM, many other extras. 1973 Gary Mull speedster, hauled 2/90. \$6,900 or b/o. Rick (707) 838-2785.

**26-FT INTERNATIONAL FOLKBOAT,** 1969. F/G, new main, new jib, genoa, dodger, compass, KM, 8 hp Merc., new halyards, stoppers, turning blocks, sheets, all led aft, vane, VHF, Richmond berth. \$6,900. (707) 546-8879.

**CORONADO 27.** Good condition. 110/12 volt power, hot water, head w/flush toilet, alcohol stove, galley sink, ice box, V-berth, closet, 3 batteries and new auto charger. Needs engine and jib. \$7,000. (415) 871-6841.

**30-FT INTERNATIONAL DRAGON SLOOP,** #172. Oak and mahogany. Full boat cover, spinnaker, extra sails. Traditional lines, sleek and fast. Excellent condition. Alameda berth. \$3,200 or b/o. Whitt, D: (415) 981-1334, other times: 474-5220.

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**30-FT HIGH PERFORMANCE CRUISER.** 1982 Hullworks built. Dbl spreader rig by Ballenger. Yanmar dsl, VHF, KM, DS. Beautifully trimmed in teak w/Brunzel interior. Small class racing from Santa Cruz slip. Owner motivated to sell. \$24,000 or b/o. (209) 545-2583.

**CUSTOM 25.5-FT LAURIE DAVIDSON** designed 1/4 ton cold molded sloop. Built 1979 locally. Loaded with sails and equipment. Gashouse Cove berth. Needs cosmetic TLC. Sails beautifully. Must sell. \$10,000 or b/o. (415) 923-7647.

**CATALINA 30, 1980.** Brown dodger & covers. Beige hull & cushions, KM, DS, VHF, battery charger, 2 anchors, 4 sails, kerosene stove & heater, Atomic 4 gas. Lives in fresh water, best maintenance. Asking \$30,000. (916) 487-8501.

**PACIFIC SEACRAFT MARIAH 31 CUTTER,** 1979. Excellent condition. Yanmar dsl. All new in 1988. New sails, Harken roller furling jib, full batten main, Lewmar 43 S.T., SL windlass, epoxy bottom, h/c pressure, Autohelm 2000, many extras. \$57,000. (415) 467-1263.

**CORONADO 25, 1971.** Excellent condition. Fully equipped. Marine head, fresh top of the line bottom paint, full canvas covers, dodger, VHF, DF, Honda 10 hp, Martinez berth. \$7,000. Will consider PB w/trailer trade. (415) 687-9315.

**PACIFIC DOLPHIN 27, 1978.** "Pilar". Mexico-Hawaii vet. Classic Sparkman & Stephens F/G sloop. Fin keel, Skeg rudder, new rig, Yanmar dsl recently overhauled, 7 sails, VHF, depth, KM, compass, stereo, ground tackle. Excellent condition. \$19,000. (408) 655-2649.

**ERICSON 27, 1972.** Atomic 4, nicely equipped. Excellent condition. Located at Richmond Yacht Club. \$15,000/offer. (415) 689-5192.

**CORONADO 27, 1972.** Excellent. New: Mast, boom, sails, standing rigging, compass, 10 hp Yanmar diesel. VHF, KM, DS. Just hauled; bottom, zinxs, prop, rudder bearings, hull valve (ball), tru hulls redone, keel rebedded. Berthed Vallejo. \$15,000. (707) 553-1861/(916) 644-1785.

**MERIT 25, 1983.** Great condition. sleeps 4, North sails, sail cover, trailer, o/b. Fast, safe, great daysailer or racer. Asking \$10,000. W: (415) 546-4166 H: 383-4232.

**30-FT ISLANDER BAHAMA, 1979.** Full head and galley, pressurized water system, sleeps 5, wheel steering, 3 sails, DS, KM, VHF, stereo, Volvo dsl, safety gear, cockpit cushions. Great family cruiser/racer. Avoid broker fees. Only \$27,000. (408) 842-3319.

**CATALINA 27, 1977.** Atomic 4. If you are lustng for a Catalina 27, you must see this one. \$14,000. (916) 777-5117.

**CASCADE 29, 1965.** Excellent condition. Proven ocean cruiser. 6 sails, KM, sumlog, VHF, DS, AM/FM/cassette, stove w/oven, Electrasan, much more. No reasonable offer under \$16,000 refused. Desires cash, will consider financing to qualified party. (415) 932-4022.

**BABA 30, 1980 CUTTER.** Bluewater cruiser/liveaboard. Roomiest 30' afloat. Hot/cold pressure water, 23 hp Volvo dsl, extensive equip. list incl: AP, refrig., dsl heater, dodger, 7 bags North sails, much more. Impeccably maintained - Ready to cruise. \$64,000/offers. (415) 655-2735.

**RANGER 26.** Very clean inside and out. new hull paint, running rigging, 3 foresails all great shape. Honda 10 hp o/b. Low maintenance. Great boat for Bay or Delta. Sleeps 4-5. Anxious seller. \$6,400. (415) 944-9859.

**ETCHELLS 22, #275** w/galvanized tandem trailer and full cover. Race rigged and ready with extra sails. Can be seen in St. Francis dry storage. Asking \$12,500. Call Billy at (415) 441-0380.

**MUST SELL - Coronado 25.** Excellent Bay cruiser. 3 sails, VHF, 1985 Evinrude 6 hp, new winches, completely refitted 1984, sleeps 5. Terrific for small families. First boat, singlehanding. Very motivated, bought house. \$4,000 or b/o. Jeff (916) 381-7028.

**GULF 29, 1984.** 18 hp dsl. Extra pilot station in cabin. Lapper & self-tending sail & rig. DS, VHF radio, cockpit cushions. Excellent condition. Sausalito. \$29,000 by owner. (415) 924-8310.

**27 1/2-FT SLOOP.** Fun. 1/4 ton, centerboard, cold mold racer. PHRF 86. Year old North main, 3 jibs, 2 spinnakers, trailer. \$7,500. (415) 854-4127.

**EXPRESS 27.** New battery, 5 chutes, 5 mylar jibs, 3 mains, all sails good to new, new tires on trailer. Fast is fun and reasonable. (209) 786-2613.

**SUN 27, 1978** (much better than a Catalina) w/ Yanmar dsl, wheel steering, stereo, VHF, life sling, MOB pole, 6'4" hdmr. Vessel is very clean and just hauled. Must sacrifice. \$15,999. (415) 965-0621.

**CATALINA 27, 1979.** Excellent condition. Must sell. I/B Atomic 4, settee & galley, R/F jib & genoa, drifter, DS, VHF, CG equipped, head w/holding tanks, AM/FM cass/stereo, wheel steering, includes Coyote Pt. slip, full keel trailer, full Delta sunshade, many extras. \$15,500 or b/o - h/p. Joe (415) 579-7729 or David (408) 356-1223.

**CLASSIC 31-FT GRAMPION, 1967 F/G cutter.** Alberg type design. Updated equipment & sails, recent Yanmar dsl. Excellent condition. A solid, graceful, seakindly sailors boat. \$22,500. (206) 545-9122.

**MERIT 25.** Excellent condition. Lake sailed. Outboard, trailer, new LP bottom, many extras. Best offer. (916) 243-4661.

**CATALINA 25, 1981.** Excellent condition - like new. You won't find a better deal. Perfect set-up for Bay and Delta cruising. Fixed keel, 10 hp o/b/w/electric start, DS, recent bottom paint, epoxy undercoat and much more. \$10,000 or b/o. (408) 335-2918.~

**HAWKFARM 28-FT. "Mohawk".** Unquestionable condition. Well known active one-design and strong ocean boat. Complete re-do at North Coast Yachts...New LPU/non-skid/widows/digital knot/WP/S, depth/ds/Tillermaster & more. Race ready. \$23,500. Dorian (415) 854-5854/853-6130.~

**CATALINA 27, 1972.** Bay veteran seeks new owner. Reliable, fast, easy to maintain. Spring bargain at \$9,500 or b/o. Tom (415) 763-0564.

**CAPE DORY 25, 1979.** Full keel, brass portholes, teak cabin, DF, VHF, o/b, 4 sails. Extremely clean throughout. \$14,000. (415) 620-2830/461-0510.

**PEARSON 30.** Well balanced boat. Fast & dry with lots of extras. Atomic 4, ready to cruise. Compass, VHF, KN, WS, DS. Will Dicker. \$22,000. (415) 276-3553.

**HERRESHOFF DESIGN CHRYSLER 26** (late model). EZ loader trailer, swing keel, 6' hdmr, galley, head, sleeps 6. Great Bay boat, active fleet. Folsom Lake slip. \$12,950/offer. (916) 933-2497 eves.

**26-FT S2 SLOOP.** Aft cabin. Great Delta boat. Shoal keel, ladder, screened cockpit tent, inflatable. Recent: Bottom paint, rigging check, rebuilt Volvo dsl. DS/KM/VHF/troller reefing/furling jib/gennaker/AP/2 anchors/propane stove/press water/lines aft. \$17,500. (415) 388-1367.

**25-FT CHUCK PAINES DESIGN cold molded sloop.** Built & sailed Canada, U.S., Mexico by owners. Flush deck, full keel, easily trailered. Everything required for Bay or offshore sailing. Must sell this Spring! \$15,000. Pier 39 I4 - Derek 863-6587.

**1975 BUCCANEER - 27-FT SLOOP.** Excellent condition. Shoal keel, galv Tandem trailer, 4-6 berths, sep shower, head, full cover, 15 hp i/b, 3 bags sails, main, jib & 150 genoa w/cover. Farnet jib furling, AP, self-tailing winches. Oakland berth. \$12,500. John (415) 937-4190.

**CASCADE 29, 1976.** F/G fin keel sloop. Strong, fast, overbuilt for ocean cruising. Factory glass deck & cabin, o/b aux., new sails & rig wire 1988. Excellent condition. \$11,000. (408) 475-4172.

**CLASSICWOOD SLOOP-CLARK 26.** Fine lines, graceful Bay cruiser. Teak decks, Atomic 4 i/b. Sausalito berth. \$5,000 or 1/2 partnership \$2,000 & share expenses. (415) 386-6808, Bob.

**MODIFIED H-28 (30-FT).** Great liveaboard/cruiser, well maintained. Teak cockpit, varnished cabin. "A thing of beauty and a joy forever." \$25,000. (415) 849-1766.

**NOR'SEA 27-FT.** Aft cabin cruiser. new 2 GM 20 Yanmar, shore power, trailerable. Excellent condition. Berthed at Bodega Bay (Spud Pt. E10). \$35,000 or b/o. Please call 6 p.m.-8 p.m. only. (707) 865-2739.

**30-FT SLOOP.** Sound F/G hull, 15 hp i/b engine, two new deep cycle batteries, DS. Liveaboard berth available. \$8,000 in one easy payment! Call Harry (415) 367-0660 or lv msg.

**CATALINA 25, 1987.** Fixed keel, trailer, Honda 10. Most factory options plus roller furling jib, ST winches, DS, KM, VHF. Rigged for singlehanding. Bottom paint 4/90. Very nice condition, compare to new. \$16,000 firm. Located Richmond Marina. (707) 528-9133.

**PEARSON 30, 1974.** Well maintained. Propane stove, telephone hook-up, stereo/cass, Atomic 4, VHF, DS, new dodger. Sails: main, 3 jibs. Just hauled, new bottom paint. Sailaway \$18,500. Call (415) 626-9789 lv msg.

**CASCADE 29-FT.** Low price, FGB, strong ocean cruiser. Volvo dsl, Harken traveler, 2-spd winches, sleeps 4, liveaboard berth. \$9,500. Phone (415) 969-5112.

**DUFOUR ARPEGGE 30, 1971.** Great for Bay or ocean sailing. VHF, depth, 2 spinnakers, 3 jibs, Volvo MD-2. Check out this well designed boat. \$13,000 or b/o. (408) 241-2919.

**O'DAY 25.** Excellent condition. 9.9 Johnson o/b, 4 sails, loaded w/many extras. \$9,900. EZ Loader trailer also available. (415) 687-4328 eves/wknds.

**CAL 25, 1968.** Excellent condition. Epoxied bottom. New: rigging, wiring, water and fuel tanks, thru-hulls, ground tackle, stove, interior cushions. Mast and topsides refinished with LPU, 9.5 Evinrude. Great sailing boat. \$6,000. Call Paul (415) 847-6667 wkdays.

**NORDIC FOLKBOAT, 25-FT.** Perfect SF Bay racing and cruising boat. One of the fleet's best. Beautiful condition. A classic wooden boat. Elegant brightwork; new deck, rails, hardware and paint. Very good sails. Reduced to sell: \$6,900. 331-5263.

**KINGS CRUISER, CLASSIC 28-FT, 1959.** Beautiful Honduras mahogany and teak. Hull refinished Jan '89. Low, sleek, fast. Full cover, Volvo Penta 1 cyl dsl ready to rebuild. Needs very little to be pristine. Priced reduced to \$6,000 or trade? (707) 935-7244.

**KAUFMAN 30, 1979.** Custom built racer w/beautiful teak interior, solid construction, North sails, 3 jibs, 2 spinnakers, full instrumentation, Yanmar dsl, many extras. \$26,000. (415) 376-1081.

**CHUCK BURNS BODEGA 30** full keel sloop. Volvo dsl, LPG stove, jib, roller reefing, cabin, teak, insulated, 1983. \$27,000. (415) 684-2417.

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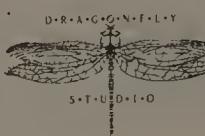
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**CONTESSA 26.** Canadian Lloyds classed cruising sloop. Sleeps 4, dodger, new 8 hp Evinrude o/b, epoxy bottom '86, electronics and more. Trailer tool \$13,500 (415) 522-8759, Tom, eves.

**FARALLON 29, 1976.** Full keel cruising sloop. 4 head sails incl club jib. Diesel, dodger, tiller, windvane, Autohelm, bronze ports. Roomy wood interior. \$23,000. Extensive equipment list: (707) 745-6204 days/eves.

**MUST SELL ONE:** Cal 2-25, 1979. 2 cyl dsl, dual batteries, shore power, separate head, galley, ice box. 9-ft beam, 6-ft hdm. Clean quality vessel. \$13,500. Eriscon 28+, 1987. Immaculate, loaded. Wheel, Harken reefing, new dodger. \$39,500. Call (415) 459-4820.

**OLSON 25, 1988.** Great Bay Area boat for cruising or class racing. Topshape, many extras. North sails, trailer, o/b, VHF radio, KM/og, deluxe interior, head, stove, etc. \$18,000. (415) 389-0208.

**26-FT COLUMBIA, 1971.** "Honey's Money II". 5 hp o/b motor, sleeps 5. Sails: 1 main, 2 jibs, alcohol stove, ice chest, porta-potti, canopy and cockpit cushions. Bottom painted 1989. Price: \$8,000. Call Walt (408) 732-4347.

**LEASE OR SELL RANGER 26.** Any reasonable offer will be considered for my Ranger 26 with all the extras. She is an excellent Bay race/cruiser in good condition and only needs TLC and yearns to be sailed. Very motivated seller needs to move her out. (415) 784-7046 days (415) 521-5820 eves.

**CLASSIC WOODEN BOAT.** 26-ft Cheoy Lee Pacific Clipper, 1962. Varnished hull, new Yanmar dsl. Full keel, main, jib, genoa, spinnaker, radio, dinghy, Sausalito berth. Excellent condition - Looks gorgeous, sails beautifully. Moving, must sell. Reduced \$9,500 or b/o. Ken Charles (415) 364-8350.

**CAPE DORY 25, 1978.** Full keel sloop with traditional lines and in excellent condition. Famous Cape Dory quality. Ideal starter boat for SF Bay. Outboard, genoa. \$9,000. W: (707) 944-2565 or H: (707) 257-8896.

**PACIFIC 30, 1972.** "Whisper". Great condition. 10 sails, new spinnaker, 6 hp Evinrude, VHF, radio, DS, compass, dinghy and more. Low maintenance F/G. Hauled June '88, new seacock, varnish. No problems. Must sell now. \$8,000 or b/o. 456-1860 or 524-6996.

**PEARSON 28.** Fully equipped incl 7.5 Honda, KM< compass, VHF, depth, sleeps 4. Berthed at Brisbane. Only \$10,000. Call and lv msg at (415) 467-2785.

**ISLANDER 28, 1978.** Wheel, Atomic 4 engine, teak interior, excellent condition, Emeryville berth. Priced to sell at \$19,950. 654-3992.

**O'DAY 28, 1979.** Knot log, VHF, Saildrive, 10-ft beam, new gel coat 2 yrs ago. \$11,000 or b/o. (415) 429-9816.

**RAWSON 30.** Roomy F/G sloop built to last (1965). Suitable for liveaboard. Documented, battery charger, 3 jibs, refrigerator, F/G dinghy, 3 anchors, 400-ft of line, VHF/DS. A lot of fun for \$17,000. 221-4179.~

**OLSON 25 SC.** Trailer, faired keel & rudder, Pineapple sails, 5 hp o/b. \$22,500. Phone (415) 828-0491.

**CATALINA 30, 1982.** Excellent condition. Previous fleet champ. Double ply main mylar 110, 135, 155, plus storm 70 & spinnaker. Inboard dsl, WS/WP, VHF, spd, depth, Loran, Autohelm, h/c pressure water, shower, epoxy bottom. \$33,900. D: (707) 545-9011 E: 523-4121.

**TARTAN 30-FT, 1974.** Atomic 4, North sails, many extras. Must sell. Call Hm: 948-9722 Wk: 967-6301.

**NEWPORT 27, 1976 MKII.** A new epoxy bottom, new cushions/3 sails/Atomic 4/new Awlgrip topsides. \$13,500. 234-4108 before 9 p.m.

**CASCADE 29.** Great liveaboard. Strong, fast cruising sloop. Hawaii vet. Atomic 4 engine with only 70 hrs. 4 sails incl spinnaker. \$10,000 or b/o. (415) 457-8279.

**COLUMBIA 9.6.** Ped. steer w/great working cockpit, 7 winches, 2 self-tailers, dbl reef main +100, 150, tri-rad spk, pole/strut. Instruments VHF, Rblt Volvo dsl, h/c press water/shower, stove/oven, heater. Daysailer/cruiser. Tough, fast on new bottom. \$29,000. D/N (415) 522-1953.

**SEXTANT 25 SLOOP,** built in Holland by Conplex. F/G, 3 sails, 7 hp o/b, Eez-in, hauled Oct. '89. Great Bay boat - Must sell. \$2,750 or b/o. (415) 332-0822.

**J-29.** Race ready. 10 sails, 8 hp Evinrude o/b, actively raced and cruised on the Bay. The only English built boat on the West Coast. Unique and comfortable interior arrangement, galley sink & stove. The J-29 is an exciting boat to race, the fleet will challenge your racing skills, yet with spacious decks and cabin it's a fun boat for casual sailing or weekend cruising. The boat has placed 2nd and 3rd in YRA season championships and is currently leading the 2nd half of the 1989 season. Join a great fleet. Moving, must sell! Low or no money down. Make offers. Call Andy 641-8323.

**EXPRESS 27, 1982.** "Tomahawk". Catch a wave with "the Ultimate Sailing Machine". Compete in one of the Bay's top racing classes. Comes with VHF, depth, knot log, 4 hp o/b, 2 sets sails, Tandem trailer. Dry berthed. Must see at \$20,000. Call Bryan at 479-7619.

**OFFSHORE 27, 1972.** Glass hull & cabin, teak decks, trim & interior, wood spars, dsl (low time), 4 sails, VHF, DS, log, MOB & more. No pox. Clean, sturdy sailer. (415) 669-7120.

**26-FT SLOOP "Excalibur", 1968.** Good condition. 2 mainsails, jib, genoa, spinnaker pole. 6 hp o/b. Great Bay boat, easy singlehander. No frills but solid good sailboat. \$4,500 firm. Call (415) 332-1419.

**HUNTER 25, 1974.** Club jib, 2 mains, 150, 120, storm, spinnaker gear. Dodger. Some electronics. Evinrude 9.9. Two boat owner, must sell. \$4,800 or b/o. (209) 545-3717.

**NORDIC FOLKBOAT, 25-FT, 1951.** \$5,200. Hauled out in December. Tight hull, epoxied keel, no rot. Mast overhauled in April, new chain plates, 3 mains, 2 jibs, 2 o/b's, new non-skid. Berthed in Oakland. Call 649-8065, lv msg. We'll go for a sail!

**SANTANA 30/30, 1982.** Mint condition, Volvo dsl, 4 headsails, 2 spinnakers, 2 mains, blooper, Loran, Autohelm, stereo, VHF, depth & KM. Fresh bottom paint 12/89. All teak interior includes stove, ice box, 2 sinks, bathroom and six berths. \$33,000 or b/o. (415) 582-3872.

**CATALINA 27, 1974.** Mint condition, perfect Bay boat. All standard Catalina equipped, 9.9 hp Johnson, wood-burner stove for cold SF nights! 3 sails, new sail cover. Pier 39 berth. Only \$9,000. Call Kim at 897-5869.

**PETERSON 25, 1976.** IOR racer/cruiser "Smogen" with prime SF Marina Green berth. MORA offshore racing pkg, 10 sails, Barient winches, Signet KM/WS/WD, VHF/RDF. Westerbeke 7 hp i/b gas engine. PHRF 198. (415) 921-5376.

**PEARSON 30.** DS, VHF, AM/FM/cass., 2 complete sets of sails (incl a full batten main w/lazy jacks) plus genoa & storm jib. Boat needs no work. Or would trade Pearson & cash for a Catalina 38/H.C. 33. Russ (916) 624-0930.

**BALBOA 26** w/tandem axle trailer. Both in excellent condition. 10 hp o/b, like new Pineapple main, also 150, 110, storm sail and cruising spinnaker. Avon dinghy and lots of other equipment. \$9,500. (916) 894-5554.

**SEIDLINER SLOOP,** 1979 with Yanmar dsl. In good condition and well rigged. 2 mains, 2 jibs, KM, galley w/sink and stove, stereo plus long equipment list. Priced to sell at \$8,500. Paul (415) 530-5052.

**BRISTOL 26.** Desperate - \$11,000 value for \$5,500. Stiff pocket cruiser w/standing hdm set up to be singlehanded. Incl: 5 sails in good condition, VHF, DS, KM & 7 1/2 Evinrude. Needs TLC. Jim (408) 243-1888.

**SOLING US460.** Many sails, trapeze. Ready to sail/race. Galvanized trailer. \$2,400 or b/o. (415) 370-0265 hm or (415) 658-9661, ask for Tim.

**J-29.** Excellent condition. 9 bags racing and practice sails. 8 hp Evinrude o/b motor. Excellent active fleet. Incl many options. Vandquarter berths, deluxe electr., VHF and more. Make an offer - Ready to sell. (415) 328-2408.

**OLSON 25, 1985.** Santa Cruz built w/berth in SF Gashouse Cove. Rigged for racing, 2 sets of sails, 2 spinnakers. Electronics, galley, 9.9 o/b, many extras. One-design racing class. \$15,000. Call 929-0789.

**COLUMBIA 26 MKII.** New 7 hrs o/b, very clean, 3 sails. Easy to maintain. Tabernacle, located in Santa Cruz. Ready to sail. \$6,500. Phone: (415) 388-5849.

**CAL 2-29, 1975.** Terminating 13 year relationship. Ferryman dsl, natural gas gimbaled stove/oven, VHF, RDF, KM, fathometer, pressure water, wheel steering, 2-spd Lewmar winches, spinnaker, 150% & working jibs, new sail cover, anchors, fenders, etc. \$20,900. (415) 527-0888.

**SEACROWN 25 SPORT SAILER, 1982.** Unique 3/4 sloop. Daggerboard racing design yields fixed keel performance, safety and is trailerable. Perfect for lake, Bay, ocean. With good sails, o/b motor, galvanized trailer, etc. Sacrifice - \$7,500 or b/o, owner may finance part. E: (707) 725-3945.~

**MY WIFE WANTS A PLANE NOW!** So I'm forced to sell our cherished C&C 27 (1971). Sleeps 5, Atomic 4 power, enclosed head w/holding tank. Sails incl 130%, 170%, spinnaker & blooper. A solid performer that's fast, comfortable and dry. \$16,500. (916) 583-1770 (Lake Tahoe).~

**FARALLON 29** pocket cruiser. Volvo dsl, stainless Barient, stainless Shipmate 3 burner stove & oven, mast steps, AP, VHF, KM, custom interior, 8 opening ports. \$26,000. (415) 465-3959.

**31-FT HALLBERG RASSY.** Highest quality Swedish bluewater cruising sloop. Volvo MD-2, new LPU/bottom 4/90. Wheel, AP, VHF, KL, DS, Loran, windlass, stereo, h/c press water, shower, propane stove, 3 blade prop, new upholstery/canvas, Avon, 3 anchors, +. \$39,000. 332-6431.

**SOLING.** A classic 1968 Abbott with 5 sails (new jib, almost new main) and trailer. Keel and rudder need some work; otherwise quite clean. No world-beater, but a solid Friday afternoon cruiser/club racer/lake boat/or whatever. Have two boats - this one must go! \$1,900. Rob (415) 331-3134.

**NEWPORT 30 MKIII, 1986.** Fully race rigged. 3 spinnakers, 155, 130, 110. 90%, all Leading Edge sails. Martec, winch upgrades, Lewmar spinlocks (7) for halyards, mainsheet, etc. Racing Isomar spar option. Bottom was epoxied when new. Instruments, VHF, KM, depth, true wind, AWI, VMG. Interior upgrade options. Propane stove, pressure h/c water. Bottom professionally maintained. Call Pat Lane at 800-433-5378 wk or (206) 328-6140 res. For showing boat is located in Vallejo. Extremely clean. \$38,900.

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**CHEOY LEE OFFSHORE 27**, 1973. F/G, Volvo, dsl like new, teak decks, club jib for singlehanded sailing. VHF, AP, DS, galley, new head. Just hauled/surveyed/well maint. by 1 owner past 12 yrs, Loch Lomond Marina D51. (707) 935-9795.

**26-FT SEABIRD YAWL**. 4 cyl i/b engine. Good sails, very well built and heavy. 3 1/2" frames on 10" centers bolted with 3/4" bolts to 3" knees. Go anywhere bluewater boat. Just hauled and painted. Priced very low, \$4,750. D: 332-2060 N: 925-1904.

**CATALINA 27**, 1985. Excellent condition. Universal dsl 14 hp, 110 jib and 150 genoa. Tiller pilot. DS, KM, VHF, full galley, marine head, macerator, extras. Located in Sausalito. \$19,000. Call Wayne or Ben at (415) 331-6266 to see boat.

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**HUNTER 37**, 1984 CUTTER. Swift & graceful sailing to weather. Cruise or liveaboard. Immaculately maintained. Separate cabins, sleeps 7 h/c water, shower, AM/FM tape stereo, stove/oven, headfoil, oversized self-tailing winches, VHF, Datamarine, WS, WD, depth, Yanmar 30, Sausalito berth. Best offer. (415) 435-2924.

**32-FT ERICSON**, 1977. Perfect Bay sailer. Dependable, comfortable, fast and forgiving. Bristol condition. Repowered. New main, radio, gas stove, shaft and cutlass bearing, bottom paint, engine tune. Boat cover. Six (6) months free. Berth Emery Cove Marina. Call (415) 831-3802.

**HUNTER 36**, 1981. Need to sell. No down/take over payments & get cash back. Sausalito berth. (707) 224-2076.

**EXPRESS 37**, 1988. "Primordial Sloop". Last factory assembled Express, hull #62, North sails, Harken roller, Signet SmartPak. Immaculate. \$118,000. (415) 851-7065 eves.

**RAFIKI 37**, cutter rigged. Dsl aux. Proven cruiser. Loaded: Dodger, radar, Loran, AP, Ham, Avon dinghy, 9.9 hp Evinrude, plus. Boat currently in the Sea of Cortez - Start cruising immediately. \$85,000. (916) 422-0523.

**ALBERG 35 F/G CRUISER**. Volvo 25 hp dsl. 10 sails, dodger, 4 bags, 5 self-tailer winches, elc windlass, washdown hose. 35 CQR/150' chain. VHF/DF/KM/AP/RDF/strobe, propane stove/water heater, cabin heater, press h/c water/shower, liferaft. \$39,000. (503) 863-5341.

**ISLANDER 36**, 1982. 1 owner. New bottom paint, 3/4 oz spinnaker, 150%/100% genoas, Signet, Loran, battery charger, 42 hp pathfinder, complete records/manuals, h/c water, refrigeration, propane, canvas, dodger. Call for details. Equipment list, pictures. Only \$66,000. (714) 493-8025.

**SWIFT 33**. Cruising, liveaboard sloop. Lloyds register of shipping certified. Volvo-Penta dsl, h/c press water w/shower, propane stove/oven. Sails, 2 mains, 100% & 120% genoa plus Sutter radial headsail. Windlass, 6-man Avon life pod, RDF, ADF, Loran C, Raytheon 55 radio, DS, wind instruments, KL, interior teak and white cedar throughout, many other extras. Owned and maintained by original owner. \$60,000, some owner financing possible. Trade for property in Truckee-Tahoe area. (916) 587-8464 or (415) 331-7297.

**TARTAN 33 SLOOP**, 1980. Fresh water boat berthed at Lake Tahoe. Fully equipped, self-furling Scheel keel, S/T winches, spinnaker. Excellent condition. \$43,000. (702) 345-6363.

**WYLIE 34**. "Wylie Coyote". Excellent condition, extensive update/mod. work 87-88. Elliptical bulb keel & rudder, Yanmar 2GM-20, complete LP paint job, stand. rigging repl. Sails 11 bags. Race ready! Must sell, moving overseas. \$40,000 or b/o. (415) 521-7826.

**38-FT HANS CHRISTIAN MKII**, 1980. Returning from So. Pac. cruise. Loaded with gear/electronics/spare parts. Write to: Jack Knapp, 1425 Liliha St., Ste 202, Honfied Bldg., Honolulu, HI 96817 by July 1. \$70,000 cash/firm. Can deliver anywhere.

**CATALINA 38**, 1983. Excellent condition, well maintained, well outfitted. Three jibs (110, 130, 150), 3/4 oz spinnaker, roller furling dual purpose headfoil, VHF, Signet 2000 KM, dsl, self-tailing winches, pedestal steering. (415) 969-3488.

**PILOTHOUSE YORKTOWN 35**. Well equipped for cruising/liveaboard. Sailed Hawaii/Mexico. Liveaboard 4 years. Moored in San Carlos (Mex.). Trade or \$39,000. (415) 321-1726.

**HOLLAND/ERICSON 33: NO WORRIES!** Cruise 7 in traditional comfort or race with a new Sobstad main. This fast, little-used semi-custom fractional rigger has it all, on terms that can't be beat! You keep a boat 2-3 yrs, so why take on that whipping 15 yr boat loan? Our private 30 mo. closed-end lease ends any worries about unloading later on a soft used boat market. \$604.40/mo (plus sales tax, \$5,490 cap reduction). Then, if you decide to buy, pay the \$34,000 residual). Want even more? How about new LPU in your choice of colors, liferaft, Loran, dinghy, free engine maintenance and a 2 1/2 yr warranty? You just can't lose...so let's go sailing! Call (415) 328-2612.

**MORGAN 38**, 1984 SLOOP. Like new. Teak inter, teak cockpit/trim, Perkins 4-108 w/180 hrs, s/s 8, 2 CQR's, 5 Lewmar, Bomar hatches, skeg rudder, VHF, depth, wind spd, KM, A/B fridge, water press, ample storage, comfortable liveaboard, canvas, Avon w/3.5 hp +. (408) 225-6009.

**DOWNEAST 38**, 1976, cutter ocean cruiser. Great liveaboard. AP, electric windlass, full dodger, fireplace, self-tailing winches, roller furling jib, VHF/RDF, press h/c water, dsl eng, refrigeration, LectraSan. \$60,000. Roy or Karen (415) 456-8368.

**CATALINA 36**, 1983. Aloated beauty for living & cruising. New \$4,000 epoxy bottom. No blisters. Roller furling, spinnaker, AP, dinghy, o/b, #48 self-tailers, Loran, VHF, 3 anchors, windlass, stereo, dry bilge, low dsl hrs. Numerous upgrades for cruising comfort, 3 rooms, 7 berths. Aft cabin modified for sleeping sideways. If you are for real, go see one in Santa Cruz, 2 in Sausalito, one in Alameda, then come see my \$58,000 jewel in Redwood City. You'll like it - I guarantee it. For an appt & complete equip list call (415) 494-0659.

**35-FT ALBERG**. Pearson built, heavy F/G, full keel, very original/well maintained. 6 sails, excellent for Bay or cruising. \$32,500. (415) 453-4872.

**CATALINA 34**, 1986. "Gigolo". Just back from a flawless Mexico cruise & loaded w/cruising extras: inverter, refrigeration, microwave, TV, VCR, 3 anchors, all chain rode, windlass, mast steps, Han antenna, system monitor, 105 ahr alternator, much more. \$61,000. (408) 866-5032.

**ARIES 32**. Sloop rig. Includes 3 sails, dodger, Autohelm and more. Needs varnish and batteries, otherwise ready and able! \$22,500. Marcel D: (415) 966-1183 E: 322-7034.

**CAL 39**, 1979. "Corinthian". Rod rigging, Harken furling, Navtec hydraulics, AP, 11 winches, full batten main/lazy jacks. Diesel, wheel, DM/KM/WS/WD, Loran, VHF, stereo, h/c water, shower, refrigeration, CNG stove/oven. Performance liveaboard, Sausalito berth. \$69,500. E: 331-2710.

**32-FT ATKINS ERIC CLASSIC**, 1978. Marconi cutter, excellent condition. Full keel, teak/pol, teak cabin, Volvo MD3B, 1030 hrs, Loran, VHF, RDF, AM/FM stereo, propane range, new dodger/sail bags, 5 sails, AP, 3 anchors chain rode, much more. \$48,000. (415) 726-6419.

**CUSTOM PERFORMANCE CRUISER**. 36-ft sloop, designed and built by Charley Morgan in '78. All lines lead aft for easy handling. Solid rod rigging. Refrigerator, AP, dodger, sails, etc. Optional cutter rigging. You gotta see this one. \$69,000. Call: (415) 664-7777.

**CAL 34**, built by Jensen Marine 1971. 12 sails, KM, 3 compasses, DS, windspeed/direction, VHF, folding prop, wheel steering, 12 winches, jiffy reefing, much more. \$30,000, will finance. D: (415) 876-3235 Eves/wknds: (415) 838-2468.

**32-FT ARIES**, 1973. Hull #2. Genoa, storm jib, new main & working jib, propane Hiller range, Dickinson woodburning stove, solar panel, Monitor vane, Loran, VHF, DS, KM, Anemometer, boom gallows, weather cloths, new interior cushions. \$30,000. Call 331-1610.

**SABRE 32**, 1986. Custom built in Maine. Equipped w/Hood self-furling main & jib. Blue hull, white cabin, teak interior. Aft cabin layout. Beautifully appointed/maintained. Call for brochure & equipment list. A steal at \$69,500. (415) 254-3170.

**35X26 GAFF CUTTER**, built 1986. Interior large & all varnished, wood stove, electronics, dsl. Very seakindly little ship built of modern materials. Take smaller boat as partial trade. \$19,500 is very negotiable. 462-5845.

**CATALINA 34**, 1987. Excellent condition. Fast racer/cruiser. VHF, depth, knot on pods, h/c pressure water, barrier coated bottom, self-tailing winches, lines rigged aft, large head ait, new batteries & charger, three cabins, dinghy. \$52,000, Stan. (916) 386-0255.

**33-FT PEARSON VANGUARD "Escape"**. Customized, most beautiful on Bay. Wheel, AP, all gauges, 35 lb CQR, elec winch, dodger, 7 sails, teak interior, stereo, wood stove, new VHF. Fantastic cruiser. #37,500. (916) 223-6103.

**36-FT BRUCE ROBERTS KETCH**. Balsa core F/G, 20 hp dsl, fully equipped & sailing but needs finishing. (916) 529-0947.

**CATALINA 38-FT**, 1983. Excellent condition, well maintained, well outfitted. Three jibs (110, 130, 150), 3/4 oz spinnaker, roller furling dual-purpose headfoil, VHF, Signet 2000 KM, dsl, self-tailing winches, pedestal steering. (415) 969-3488.

**38-FT FARALLONE CLIPPER**, 1940. Good hull, needs deck & interior work. \$6,000. Call (415) 285-5184.

**ERICSON 35**. "Wind Swept". Great cruiser/racer. Asking \$39,500 or b/o. Willing to trade for J-24/ Etchells 22 or small one-design. All equipped, 13' winches, 8 sails, refrig, h/c water. Call Glen (415) 474-7759 lv msg.

**ISLANDER 32**, 1965. Full keel, very solid boat w/ Atomic 4, 2 sets winches. Needs misc work, very seriously for sale at \$8,000 firm. Steve 649-7784 or 841-9744. Berthed Berkeley, F-3.

**CAL 35**, 1980. Performance cruiser, spacious interior/outstanding liveaboard. Excellent condition, very clean. Dsl engine, dsl heater, dodger, windlass, radar, Loran, VHF, Autohelm 3000, Avon Redcrest, o/b, cruisingspinnaker, h/c water, KM, DS, log, CB, Bruce anchor. \$72,000. (415) 969-9512, owner

**ISLANDER 36**. Priced to sell. Nice liveaboard, fast cruiser. 3/90 bottom paint and survey. Good condition, no problems. Perkins dsl, wheel, 4 headsails, spinnaker gear, tabernacle mast, new upholstery, new VHF. \$33,500. (415) 523-7599.

**HUNTER 34**, 1983. Brandnew interior. Fast cruiser w/3 cabin configuration. Excellent liveaboard, easy singlehander. Roller furling headsail and powerful full batten main, both like new. 25 hp Westerbeke, low hours. Asking \$45,000. (415) 331-5611.

**HOBIE 33**, 1985. 8 bags racing sails, Honda 10 hp, porta-potti, VHF, man-overboard pole, speed, depth. Race ready! \$25,000/offers. Houston, TX (713) 334-3379.~

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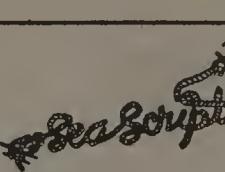
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**35-FT CORONADO SLOOP.** Liveaboard boat in a liveaboard marina, Redwood City. Raft, depth, VHF, refrig, microwave, TV, tele & shower. Hauled & painted 8/24/89. \$35,000 or trade for fixer upper, home or property. (415) 365-6264, lv msg.~

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**NEW 32-FT DREADNAUGHT** Tahiti Ketch hull with ballast. Flush deck with interior roughed in. New 22 hp Saab dsl engine w/variable pitch propeller and shaft installed. New dsl, Dickinson stove. More extras. \$17,000 or b/o. D: (805) 772-2473 E: (805) 995-2364.~

**ISLANDER 36.** Perkins 4-108 dsl, roller furling, VHF, Loran, stereo, alcohol oven plus microwave, epoxy bottom, ready to cruise. Must see condition to believe. \$46,500. (415) 232-0150.

**PANDA 34 CUTTER,** 1985. Perf. cruiser. \$87,500. Exc cond. Quality thru-out. Fully insulated, all S/T winches, o/s primaries, B&G Hornet pack inst./ ICOM VHF/Loran/elec windlass/3 anchors/AP/ holdover ref?4-90 haul/bottom. SSF liveaboard. Must see. D: (415) 857-2429 N: 952-6651.~

**CATALINA 36,** 1987. AP, barometer, clock, depth, dodger, electric bilge, epoxy bottom, Loran, propane, radar, refrigerator, speed, stereo, tele/water/electrical hook-ups, 3 blade prop, 2 anchors, VHF, windlass, low hours, canvas! In Peninsula liveaboard slip. \$71,327. (415) 367-8363.

**WESTSAIL 32** for \$30,000. This one custom built as Atkins, trunk cabin, Dragon design. Incl 5 page itemized equip list totalling \$29,000, which goes for half price. Total price of this proper cruising cutter \$44,500. For details call (707) 226-8838.

**AL MASON DESIGN**, East Coast built, traditional gaff rigged ketch. 33-ft LOD, recent survey, excellent condition. Ready to cruise. Call (916) 777-6784 for more info on this very special boat.

**38-FT HANS CHRISTIAN MARK II.** Great liveaboard and or cruiser. Windlass, Loran C, VHF, stereo, stainless steel holding tank, t 70 gals water, 140 gals fuel, extra cabinets & much more. \$82,000. (415) 758-1736.

**BOAT TOO SMALL?** Entertain up to 10 on this 35-ft ketch. Acres of deck space and oversized cabin compliment this boat from classic clipper bow to taff rail. Full instruments, wheel steering and Volvo dsl. Asking \$39,000. (415) 284-4251.

**33-FT CUSTOM STEEL CUTTER.** 1983 Merritt Walter designed dbl ender. Tanbark sails, 322 hp dsl. Perfect for liveaboard or extended cruise. Extensive equipment list. Cherry wood interior. Bristol condition. \$64,000 or trade for equity in real estate. Ken (415) 428-4023.

**35-FT FANTASIA,** 1976. New alum mast, new dodger, mainsail cover, propane stove, refrig, Edson pedestal steering, 5 sails, dink. \$45,000. (707) 462-1719 or (415) 234-8248.

**INTERNATIONAL 33.** Needs restoration. \$800 or b/o. (415) 351-8800, ask for Chris.

**RANGER 33.** Mull design racer/cruiser. Excellent condition. Only 3 years in salt water. Wheel, Atomic 4, heater, dodger, tall rig, many extras. Call for more info \$29,700. Dan (408) 371-6681.

**WESTSAIL 32.** Factory built, well maintained cutter rig. Full sail inventory, new dodger, Avon liferaft, dinghy, B&G SatNav, radar, AP, windvane, solar panels, VHF, propane stove, heater, electric windlass and lots more! Great liveaboard/cruiser. \$55,000. (415) 472-3094.

**33-FT RESTORED PEARSON VANGUARD.** new sails, dodger, radar, Loran, VHF, stereo, AP, weather van steerer, dsl aux., full galley, hauled Jan. '90. \$26,000. (209) 835-2303.~

**ISLANDER 32,** 1969. Roller furling jib, spinnaker, new standing rigging, new hatch, lazy jacks, mast steps, dodger, wheel, Aries vane, bottom epoxy coat, dsl cabin heater, clock/barometer, Hi-Fi radio/cass., sum log, DF, VHF, radio. \$29,500. Phone 521-7045/339-2569.

**WESTSAIL 32.** Excellent condition. Interior like new; upholstered, freshly painted, varnished. Mast, rigging 4 yrs old. New epoxy bottom job. New Autohelm. Cutter rigged. Heater, shower, refrig, KM, DS, VHF, 35 hp dsl engine, 35 lb CQR. \$44,000. (415) 236-5839.

**35-FTS2,** 1987. Interior/speed of 43-ft. Low maintenance/superb agility for 35-ft. Beautiful teak inter w/designer fabrics, 21 hrs/Volvo, Harken roller, North sails, VHF, Datamarine Link 5000, 286/computer, microwave, etc. Replace at \$120,000. Asking \$90,000. 365-8521.

**CATALINA 36,** 1983. Better than new. Complete new inter, bottom repaint 4/16/90, 2 coats epoxy primer, 2 coats paint. New head & lights. Woodwork refinished. New shaft bearing, stuffing box. Horizon Maxi VHF, Signet digital KL/DS. Batt. charger, RDF +. \$54,000 or b/o. 381-6732.

**CATALINA 36,** 1986. Fully loaded. Radar, Loran, dodger, stereo, VHF, CNG, roller furling jib, tricolor & strobe, cruising spinnaker, wheel pod instruments & lots of custom built extras. Must see. \$70,000. (408) 371-7266 or (408) 866-9220.

**TARTAN 37 SLOOP.** Well built, maintained performance cruiser/liveaboard. 3 headsails, spinnaker, new stove, upholstery, elect windlass, Autohelm 4000. Dodger, dsl heater, Westerbeke 40, VHF, stereo, DS, KM, h/c water, self-tailing winches, more. Veteran TransPac. \$68,000 or b/o. (415) 236-5839.

**J-35.** Race rigged 1988 dsl w/faired keel & rudder. Harken adjustable genoa track, 6 bags, Plastimo compasses, Micrologic 8000 Loran, Horizon Titan VHF, Cybemet stereo. \$85,000. (619) 231-8434 O, (619) 459-2836 H.

**PEARSON VANGUARD 32.** Proven voyager - Mexico, Societies, Hawaii, etc. Vane, raft, anchors, windlass & chain, dodger, furler, SatNav, Yanmar, etc., etc. Set-up for singlehander. \$27,000. (209) 431-8235 eves.

**CATALINA 34,** 1987. Excellent condition. Fantastic Bay & Delta boat, has fast wing keel roller furling, VHF, DM, KM, stereo, cockpit cushions, swim ladder, 2 anchors, spinnaker, etc., etc. Squeaky clean! \$59,500. (415) 689-2634 (916) 989-1816.

**BALTIC 35,** 1986. Great aft cabin, race or cruise. Harken RF (135%), 90, 95, 150 jibs. 1.5 chute & gear. CNG, pressurized h/c water w/shower, stereo, Loran, battery charger & telephone. 10 winches (7ST), teak cockpit. 389-8633, no brokers please. Price \$150,000.~

**SANTANA 35.** One design racer/cruiser. Diesel, full sail inventory, Loran, VHF, full wind inst, depth, speedo, yard maintained. Owner will carry trade for smaller ODCA boat. \$39,500. 454-9600 or 435-2085.~

**ISLANDER 36.** Winner at '89 Oakland-Catalina race (See *Latitude* Aug. '89). Beautifully maintained, cruise/race ready. Full electronics, AP, Loran, Harken roller furling, quickvang, dodger, many extras. Perkins dsl and complete epoxy bottom job. \$56,500. (916) 652-6386.

**ISLANDER 37,** 1967. Solid, handsome, beautifully balanced. New Harken furler. Barents 27 ST. Wheel, new main sheet, tackle & traveler. Anchor well, new roller, Raytheon radar, Gray Sea Scout. \$29,500. Charles Campbell (415) 435-4241.

**CHALLENGER 32-FT CRUISING SLOOP,** 1977. Recent furler, dodger, low hrs Perkins dsl, wheel steering, spacious interior, h/c water, offshore capable. \$29,500 or b/o. Tandem wheel, 10,000 lb capacity, up to 27-ft sailboat trailer for rent. (415) 421-8353.

**CAL 2-39.** Excellent condition and cruise ready. Perkins dsl, dodger, windlass, Autohelm 3000, roller furling, h/c water, KM, DS, Datamarine, new cushions, etc. \$63,500. 381-2872.

**41-FT STEEL SLOOP,** 1987. 40 hp dsl, roller furling, complete electronics, Monitor vane, Avon sport bot, hard dodger, elect windlass. Proven fast cruiser - Winner Class D, 1989 Baja Race Week. Set-up for long distance cruising. Many, many extras! (415) 368-7273.

**42-FT WESTSAIL CUTTER.** Includes desirable berth in SF-St. Francis YC Marina. Solid and quick, this beautifully maintained classic cruising design is perfect for Bay or bluewater cruising and liveaboard. She is as comfortable at dock as she is at sea with 85 hp dsl, Loran, ST-winch, roller furl headsail, AC inverter, hot press water, spacious galley w/microwave, exterior teak trim, interior teak & holly and much more. Only \$125,000. You must see her to appreciate her. Call D: (415) 969-8890 N: (415) 493-6506.~

**40-FT PERFORMANCE CRUISING SLOOP.** John Lidgard Yachts Ltd., Auckland, NZ, 1982. Cedar/kevlar/S-glass (WEST), 6 oz F/G skin. New Hulse rig & LPU topsides '85-'86. New non-skid deck & Micron bottom 9/89. Beautiful wood interior. Slips 6, dinette, galley, nav station, SSB, VHF, Loran, stereo, AP, B&G t90. 17 sails, 1 long battened North kevlar mainsail. Yanmar dsl. Complete safety gear incl EP/IRB & 8-man liferaft certified 9/89. Superb New Zealand craftsmanship/quality throughout. \$63,000. (415) 421-0174.

**42-FT CASCADE.** Recently outfitted. Ready to cruise/liveaboard. Ctr cockpit/new dodger/cockpit cushions/l/g aft stateroom/2 heads/shower/new water heater/refrigeration/propane stove/stereo/elec windlass/furling jib/Zodiac with o/b, Perkins 4-107. Must sell! \$69,000. (415) 366-0871.

**ENDEAVOR 40,** 1985. Center cockpit perfect condition, never seen salt water. Perkins 50 hp dsl, shoal keel, AP, Nav 5 integrated electronics, Loran. Microwave, 2 heads w/showers & hot water, wheel steering. \$100,000. John Lacagnina D: (716) 381-7500 N: (716) 582-2042.

**41-FT CHEOY LEE OFFSHORE KETCH,** 1980. Cruise ready. Extensive equipment, loaded with conveniences. Motivated and anxious. \$10,000 or b/o. D: (415) 521-3870 E: (415) 748-0707.

**191350-FT WOOD CRUISING CUTTER.** Schock design, 4 cyl Lehman dsl, 3 anchors, 200' chain, 5 sails, SatNav, 2 sounders, 2 VHF, SSB. Extensively cruised last 20 years. Will consider partnership or trade. Needs cosmetic work, but sturdy and sound. \$45,000. Call (415) 549-2406.

**FREEPORT 41,** 1976. Ready to cruise Caribbean & back to California or So. Pacific in style. Completely reoutfitted in 1988 for long term cruising. Was cruised very successfully from SF to Florida in 1989. Asking \$130,000. If interested write or call for details and photos. J.L.W., 36 Pilots Place, New Port Richey, FL 34652, (813) 849-2721.

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**TAYANA 42, 1983.** "Cynosure" Robert Harris designed center cockpit double ender cutter, 30,000 lbs displacement. Roller furling jibs & staysail, AP, refrigeration, h/c press water, Loran, AM/FM cass., propane stove, dinghy, davits, dodger, S/T winches, gennaker, Yanmar dsl & much more. 3 cabins, 2 heads w/showers, custom designed solid teak below, teak & ash in aft cabin, all opening bronze ports, ample stowage & ventilation, 5 hanging lockers. Perfect for dream cruise or liveaboard. Sausalito berth. \$135,000. (415) 398-7300.

**C&C CUSTOM 43, 1972.** Superb C&C custom shop quality makes this red-hulled yacht capable of cruising or racing anywhere. Recent Awlgrip topsides & spars. Equipment incl 19 sails, VHF, Loran, radar, AP, B&G instruments, seaburths for 9, sturdy sloop rig & reliable Perkins 4-107 power. She is one of the strongest boats built due to her unique dbl hull construction, yet she is seakindly, roomy & fast. Offered at \$75,000. Berthed in Alameda. (415) 655-3265.

**46-FT GARDEN PORPOISE.** "Morning Star". Solid teak ketch. Read about her adventures in "Voyage of Commitment, Morning Star Around the World". 80 hp rebuilt Perkins dsl, Aries windvane, elec AP, power windlass, roller furling, headsails, etc. Ready to go again! \$75,000. 331-2269.

**NORSEMAN 447 CUTTER.** Back from So. Seas, ready to go again. Complete electronics incl radar, weatherfax, sw radio, ref/freezer, dinghy with o/b, epoxy bottom, Aries, Autohelm, new main/storm sails, 250 chain, roller furling jib, spare parts, more. \$179,000. (415) 928-3680.

**41-FT MORGAN OI SLOOP, 1973.** 16 mi radar, AP, VHF, dodger & bimini, refrig/freezer, dinghy & davits, Navico elex, rebilt 85 hp Perkins, many extras. \$70,000. (707) 226-8155.

**CORONADO 41, 1972.** former show model. Great sailing, excellent liveaboard. Teak interior, large galley & stateroom, full v-berth, head & walk-in cabin. Equipped w/Perkins 50 hp dsl, radar, tabernacle mast, dodger & much more. Owner sold. \$54,000. (415) 588-7723 eves.

**44-FT STEPHENSEN**(Norwegian) cutter "Fidelia", 1955. Full keel. Teak deck, mahogany interior/exterior. New sails, anchor line, blocks, rigging, electronics. Mercedes dsl. Classic lines. As is, where is (Eureka). Best offer. (707) 826-2461.

**COLUMBIA 43, 1971.** Tripp design, new LPU paint, upholstery & Westerbeke 4-108 dsl. CNG stove, hot water, BBQ. Sailing dinghy. Sleeps 8, excellent liveaboard. \$67,500 or offer. H: (415) 345-4519, boat cellular (415) 999-5420.

**BENETEAU FIRST 405, 1986.** In water 3 years. Bristol condition. New bottom paint. Incl Datamarine Link 5000 w/remote, spinn rigged, 4 sails, AM/FM/CD stereo w/6 speakers, propane stove, ref, full encl dodger & Zodiac dinghy w/outboard. \$119,000. H: 521-8763 W: 864-9500.~

**COLUMBIA 45, 1974 SLOOP.** Top condition. Roller furling jib. Full electronics, radar, Loran, AP & more! Excellent for cruising, liveaboard or Bay sailing. Asking \$89,000. Let's make a deal! Call Jack 930-7020.~

**45-FT STEEL HULL,** ketch design. Must sell, needs rigging, mast, sails, etc. Equipped w/4 cyl dsl engine, galley, head, shower, 3 cabins. Interior finished in teak & mahogany. Great liveaboard as is. \$17,000 or b/o. Jay 431-1308 lv msg.

**SPRAY COPY, 40-FT, 1980.** Proven ocean cruiser. Beautiful classic lines. Excellent balance, designed to self-steer. Heavy construction, cedar lapstrake planks 6"x7" sawn frames, 371 GMC dsl, huge cargo hold, AP, Loran C, VHF, \$50,000. (415) 854-8429.

**SCHOONER "Tillicum".** 50-ft LOA, 40-ft LOD, 12-ft beam, 6-ft draft. Launched 1982, L.H. Coolidge design. Fir/oak, Mercedes aux, Dickinson galley stove. \$65,000. (206) 293-7307. Anacortes, WA.

**HUNTER 45 LEGEND SLOOP,** new in 1987. As new now. 160 hrs on Yanmar 55 hp turbo dsl, Furuno radar and bottom finder, 7 Lewmar S/T winches, spinnaker rigged, 4.5 kw generator, m/w, VHF, Loran, refrigeration, stereo, TV, extra cabinets. \$120,000. 731-4956.

**42-FT GAZALLE, 1988.** Steel pilothouse schooner. New sails, Yanmar dsl, Loran, DS, AP, VHF and more. \$85,000. (415) 728-3506.

**50-FT MOTOR SAILER, KETCH, F/G** w/full teak interior/corporation/130 hp dsl/queen bed/6'4" ceiling/outstanding liveaboard/berth. (415) 368-4224.~

## 51 FEET & OVER

**118-FT LOA WOOD SCHOONER.** Shipyard rebuilt 1980. new stem, horn timber, planking deck beams, deck and deck houses. New spars & rig 1984. New North sails 1989. Roller furling, headsails, aluminum gaffs & electric halyard winches, cat dsl power, 2 dsl gensets, hydraulic pumps & anchor windlass. Full electronics, loaded with tools, spare parts & safety equipment. Lying Vancouver BC. Offers to \$349,000 U.S. Full particulars from Capt Brian (604) 937-0476, 2638 Rogate Ave., Coquitlam, BC V3K 5S4.

**76-FT STAYSAIL SCHOONER.** Fully furnished, single dsl auxiliary, custom built in 1971. Round bottom keel transom design and ferrocement construction motorsailer. Boat is in San Diego. \$370,000 or will trade for real estate. Call Chet Allen (209) 296-4951.~

**65-FT MacGREGOR.** ULDB 1987. Fast, fast, fast. Loaded. Tall rig, rod rigging, Navtec hydraulics, 4 chutes, Hercules instruments. SatNav, Loran/RDF/SSB/VHF/Autohelm 6000/Combi stereo. 10-man Avon raft/cannister. \$140,000 or b/o. Call Steve (707) 447-3282.

## CLASSICS

**30-FT HURRICANE.** "Haven". Built Sausalito 1952 to go to weather on the Bay. Fir over oak, lead keel. Good sails w/tri-radial spin. Spruce mast all fittings, standing rigging brand new. Insured. Race the Master Mariners this year. Bought bigger boat. \$13,000 or b/o. 935-7096.

**25-FT GAFF RIGGED YAWL.** Beautiful classic lines, massive construction with rust colored sails. Designed in 1935 by boat architect Douglas and built in 1965. Owner moving and must sell. Steal this boat at Oyster Pt. \$5,800. (415) 794-4234.

**41-FT S&S YAWL, 1961.** Dbl planked, mahogany any/oak, bronze floors, Volvo dsl, new fuel tanks & cockpit, 1 1/2" teak cabin sides, wood/propane stoves, sound hull, no leaks, VHF, marine stereo, dinghy, motor, portable generator. \$50,000. Call 798-4392 msg.

**32-FT SEAGOER Yawl.** Cypress on oak. Harry Pigeon circumnavigation. Mstr Mariner vet. 32' LOD, 44' LOA, 10' beam 4' full keel. Perkins 4-108, 40 gal s/s tanks, Loran, gusher, windlass, 8-ft dinghy, motor, portable generator. \$50,000. Call 798-4392 msg.

## MULTIHULLS

**31-FT SEARUNNER.** WEST system, Cranfield sails, drifter, 9 winches, much more. Documented. Sailed to Hawaii. Now your turn. \$19,500. (408) 736-1252.

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**SEA OF CORTEZ, MEXICO VETERAN.** Fast, safe, unsinkable 37-ft Searunner trimaran, cutter rig, 1980 model. Volvo dsl i/b, Lefiel aluminum mast, Bomar hatches. Fresh water moored, replacement cost \$120,000. For sale: \$65,000. Call (916) 372-0260 for appt.

**38-FT OFF SOUNDING CRUISING TRIMARAN.** Brown design. The perfect tri for cruising or for liveaboard. professionally built with 95% restoration completed. Ketch rigged, like new sails, roller furling jib, dsl, VHF, DS, KM, stereo, 3 burner stove w/oven, ice box, safety devices, ground tackle and a lot more! Moving, must sell. \$31,000. Will be reduced at least \$1,000/mo until sold! John (408) 423-4686.

**BROWN 31-FT SEARUNNER.** Probably one of the best built and rigged Searunners on the West Coast. Fully equipped. The price has been lowered by \$6,500. This is a steal at \$20,000. Call Scott (415) 726-2282.

**31-FT SEARUNNER.** Documented sloop rig. WEST system, bronze and s/s throughout. Electronics. Best offer over \$20,000. Must sell (707) 964-4113, lv msg.~

**36-FT WHARRAM CAT.** Must sell! \$22,500 or b/o or trade. Excellent condition. new painted top & bottom. Cruise ready. Equipped w/5 sails, Loran, VHF, depth, AP, self-steering, 25 hp o/b, hurricane tested. (415) 345-6307.

**PIVER LODESTAR 35-FT TRIMARAN** ketch. Good condition. \$17,500 or b/o. Located in Morro Bay, CA. (805) 773-3503 or (805) 772-5734.

**31-FT PIVER TRIMARAN.** Nimble design. Just complete rebuilt and brought up to survey. Lots of sails, i/b engine, roomy interior. A vet of Mexico, So. Pacific, Alaska. Priced low for a quick sale. \$13,500. D: 332-2060 N: 925-1904.

**36-FT PIVER LODESTAR** w/cross update. An excellent boat in like new condition. Must be seen to appreciate. Move forces sale. All offers considered. Call or fax for complete details. Ph: (415) 366-2938 Fax: (415) 367-6095.

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**36-FT SILVERQUEEN HOUSEBOAT, 1976.** Flybridge, 255hp Mercruiser, many extras. Sharp! Well maintained. Delta/liveaboard ready. All offers considered. Hm: (408) 377-1246 Wk: (408) 299-4177.

**SF MARINA BERTH** included w/25-ft Trojan powerboat. Teak deck, DF, radio. Great for fishing! \$17,500. Dial in: (415) 775-2453.

**BOSTON WHALER, 17-FT MONTAUK.** 70 hp Johnson, 1984. VHF, Full cover and console cover, trailer. \$10,500. (415) 232-0150.

**26-FT F/G NAVY DSL WHALEBOAT** with 13-ft stand-up cabins (removable?), head, 3 steering positions, DF, etc. Hull and Perkins 107 are originals, in good shape. Cabins newer. Lead ballast. Unsinkable! Asking \$5,000 or b/o. (707) 575-1451, 6:30 a.m. or lv msg.

**50-FT SUPERBLY CRAFTED REPLICA** river-boat paddlewheeler. Recently launched. H/C water & shower, 2 staterooms, pilothouse, spacious interior, marine ply-F/G laminate hull, less than 30 hours on dsl. Must see to appreciate. Excellent liveaboard - Potential for charter. (415) 421-8353.

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**CAL 20.** Cheap sailing. Sausalito berth. 1/4 interest. \$800 buy-in, \$40/month. Call Ken (415) 331-8043.

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**CATALINA 30**, 1981. For sale: 1/2 interest available. Atomic 4 gas engine, VHF radio, DS, main & 110% jib, alcohol stove & oven, binnacle mounted compass, pedestal steering, cockpit cushions. Alameda location. Excellent condition. Mike (415) 347-6752 or Rich (415) 521-9438.

**RESPONSIBLE, EXPERIENCED SAILOR** interested in Bay cruising and light racing seeks a 1/3 or 1/4 partnership in a 30-40 ft sailboat berthed in Sausalito. Willing to pay \$100-\$200 mo. Call Chris at 332-6235 days.

**PACIFIC SEACRAFT 25**. 1/5 partnership available. Great value, low usage. SF Marina berth. Dry, comfortable cruiser with i/b dsl, stove & head. Slps 5. \$3,600 or b/o plus \$57/mo covers everything. Phil (415) 552-8523/Drew (415) 647-3760.~

**1/4 INTEREST, ISLANDER 36**. Jack London berth. \$10,000 plus \$100/mo does it all! Excellent condition. Nick (415) 376-3233 Tony (415) 935-5404.

**NEWPORT 30**. SF berth. Good condition, hauled 10/89. Atomic 4 gas engine, 1/3 share \$4,000 based on \$12,000 boat value (no loan) plus \$90 per mo covers berth, ins., taxes, normal maintenance. Call 563-3747.

**CATALINA 34**, 1987. Excellent condition 1/2 interest available. Fantastic Bay & Delta boat, has fast wing keel! Roller furling, DM, KM, stereo, cockpit cushions, swim ladder, etc., etc. Very personable partner staying with the boat. I'm buying a liveaboard. Stan (415) 689-2634.

**CAL 20**. Partial share. Sausalito berth. Best offer. Must sell. (415) 331-7732

**CAL 31**. Good condition. Alameda berth. 5 person group. Experienced sailors or willing to learn. \$175 per mo paid quarterly covers all. Call Mike or Loma 865-5147.

**1/3 SHARE - COLUMBIA 30**. Excellent condition. Palmer 27 hp gas, 3 jibs & spinnaker, VHF, knot, depth, stereo, new interior, Sausalito berth. \$5,000 + \$100/mo. (415) 331-7073.

**PETERSON 44 CUTTER**. Moving to Pier 30. newly painted top & bottom, new brightwork, new upholstery, 125 hrs on BMW engine. Center cockpit 2 cabins, 2 heads. 1/5 share for sale. \$4,000 and \$300/mo. (408) 779-6885 or 779-9200.

## TRADE

**CORONADO 15** with trailer. Will trade for sports car or sell for \$1,700. Call Greg (707) 526-2346.

**FORSALE-TRADE-LEASE**. Cal 230. 4 headsails 2 spinnakers, 2 mains, wheel, VHF, DS, wind speed/direction, KM, 2 compasses, Atomic 4, 110/12 volts, man-overboard equip, clock/barom. Owner help finance. \$16,000. Jack London Sq berth. Mike (209) 869-3215.

**30-FT FISHER MOTORSAILER**. Quality English built. F/G, pilothouse, ocean-going, ketch rigged. Dbl ender, Volvo dsl, teak trim & interior. \$48,000, consider trade up or down for power liveaboard. (415) 332-4218.

**SANTANA 35**. One-design racer/cruiser. Dsl, full sail inventory, Loran, VHF, full wind inst., depth, speedo, yard maintained. Owner will carry trade for smaller ODCA boat. \$39,500. 454-9600 or 435-2085.

**MOVING!!** Must trade 1973 24-ft Fiberform power boat. Excellent hull, needs engine work (350 V-8). V-berth whead, 2 pc bimini, full cover, down riggers. Dry docked. Buck book \$9,000/\$15,000 - Will sacrifice for \$3,000. All offers welcome. Deborah (415) 543-9000 x43.

**32-FT ALLIED SEAWIND II KETCH**. A-1 condition, loaded. Ready to cruise Caribbean from Grand Caymen Islands. Trade for land or RV. 1-800-441-4717, Robin.

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**30 TO 36-FT BABA OR HANS CHRISTIAN**. 5 yr lease w/option to buy. Open to creative financing by owner. Excellent credentials. (916) 635-3455.~

**EXPRESS 37, SANTANA 35 OR EQUAL**. To charter for summer & winter Bay racing schedule, by experienced racing group. Owner participation optional. Call Chuck at (702) 825-7444 (9-5) or lv msg (702) 746-0626.

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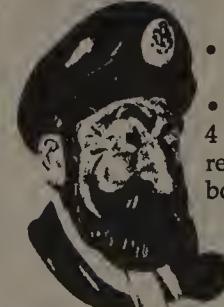
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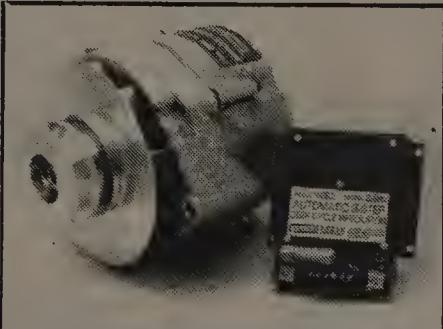
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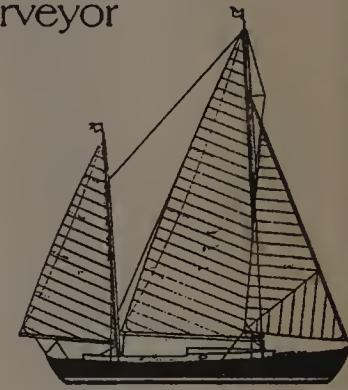
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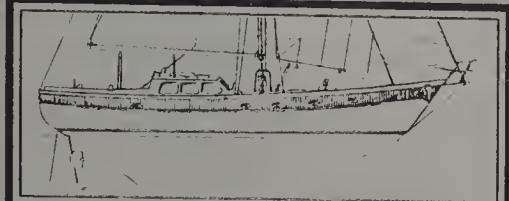
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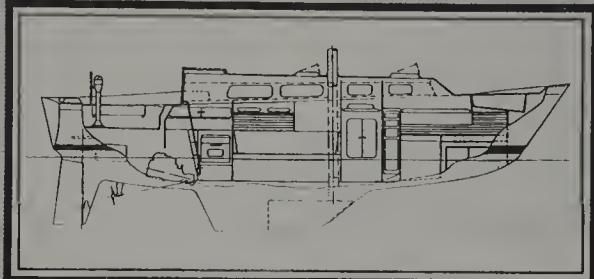


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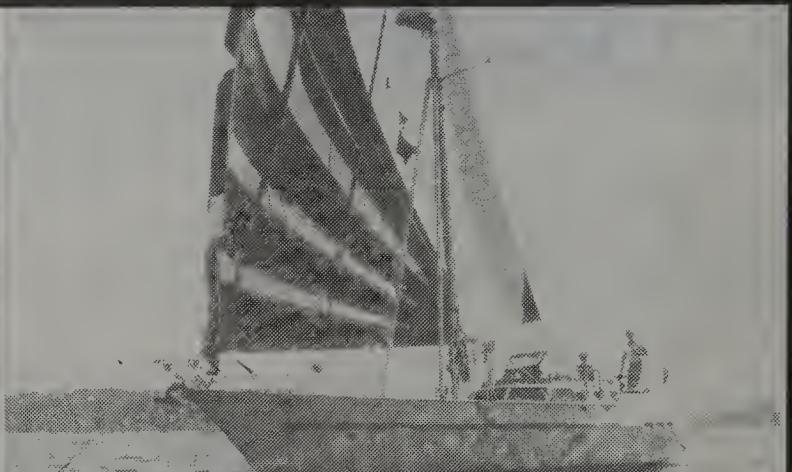
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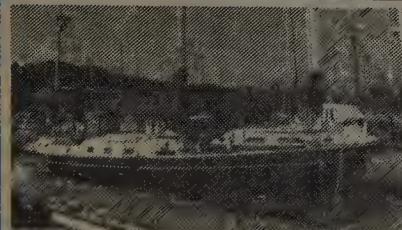
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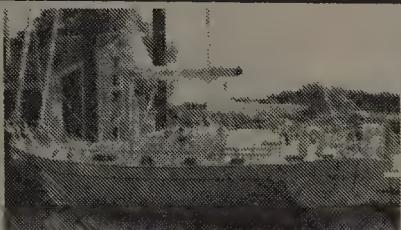
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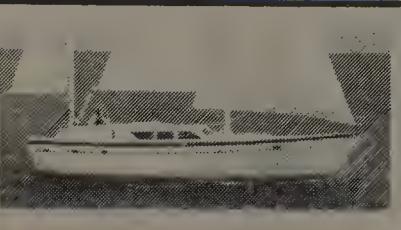


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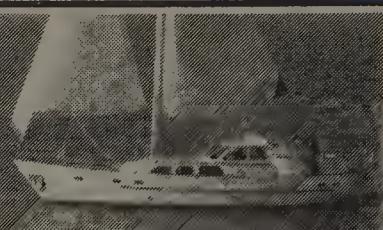
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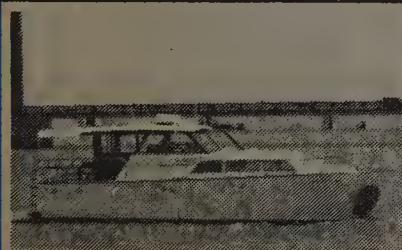
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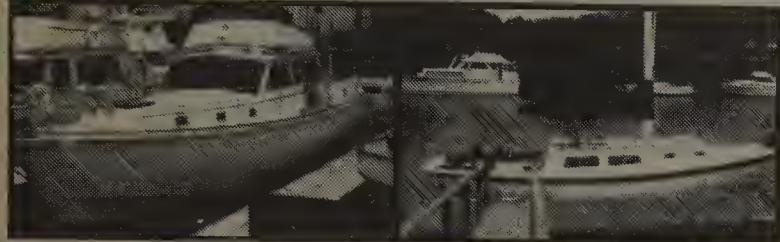
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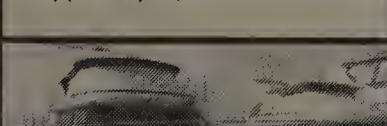
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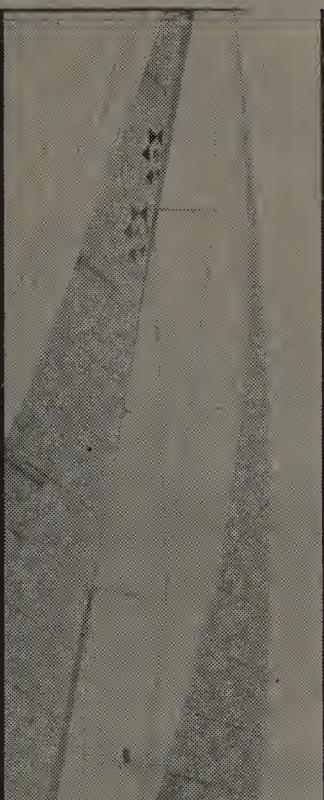
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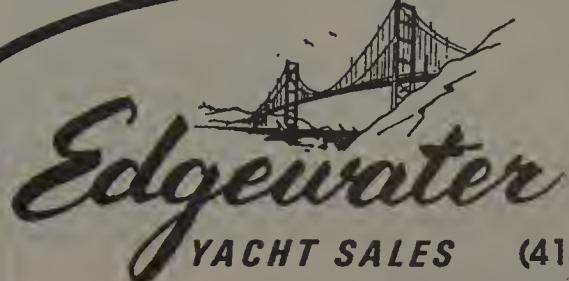
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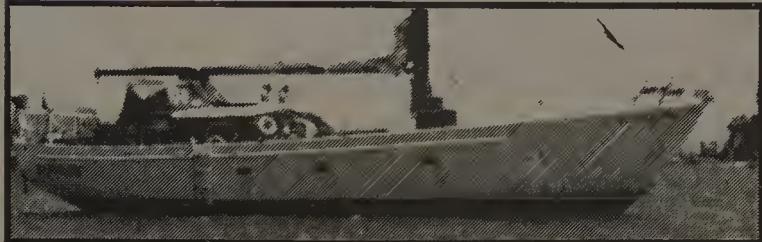
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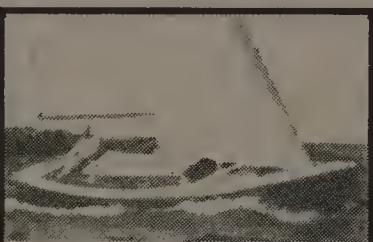
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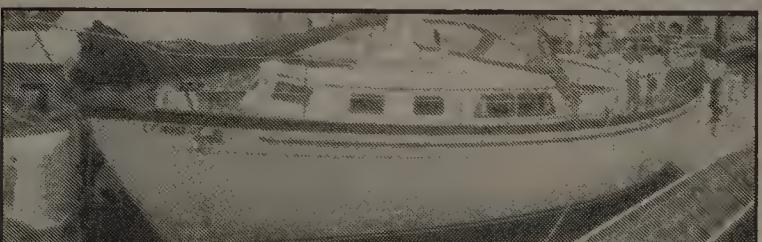
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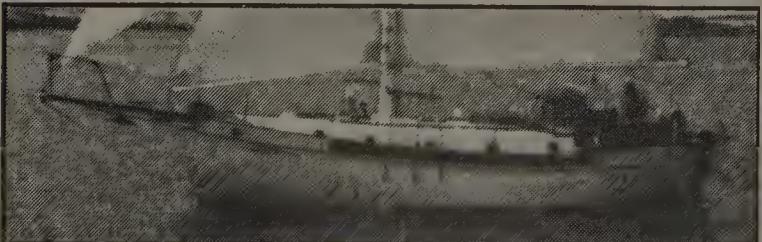
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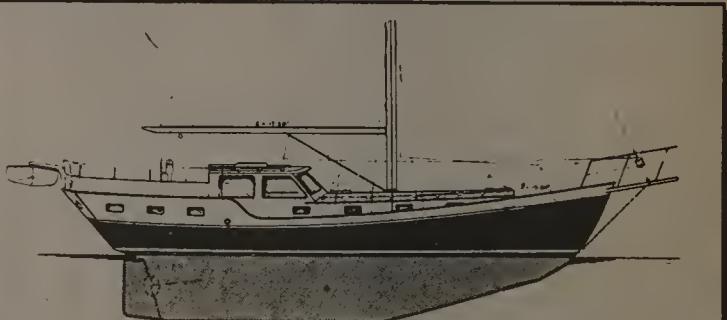
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• 30' HUNTER	17,000	• 43' TASWELL	229,000
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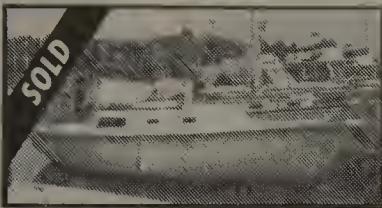
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39' CAL	64,950
• 38' ERICSON	89,000
• 37' CREALOCK	90,000
• 36' LANCER	61,900
• 36' ISLANDER	49,500
35' C&C	82,950
POWER BOATS	
• 32' ISLANDER	30,000
• 57' CHRIS CRAFT	169,000
• 46' KHA SHING	184,950

## POWER BOATS, Cont'd

45' ANGEL	236,000
• 44' GULFSTAR	160,000
• 42' TROJAN	62,500
42' GRAND BANKS	175,000
41' PT	94,500
41' MMC	105,000
35' CHRIS CRAFT	81,500
36' SEA RAY SEDAN	82,500
• 32' BAYLINER 3270	68,900
32' GRAND BANKS	52,500
31' BERTRAM	66,500

• AT OUR DOCKS



CAL 2-27 \$19,500



29' J/BOAT, o/b \$27,000



35' SANTANA \$52,000



WESTSAIL 32 \$49,500

# PACIFIC OCEAN YACHTS

*Featured Boat of the Month*



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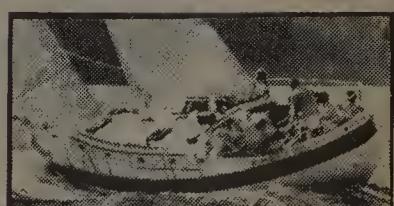
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We Have Your Boat!

New Listings Needed



CAL 39 \$65,900



40' VALIANT \$108,000



36' *Sabre* \$107,500

30' CATALINA 3 from \$26,000



28' *Sabre* Inquire

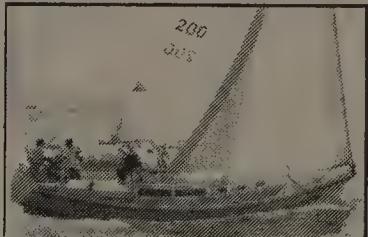


40' C&C \$115,000



33' SOVEREL Try \$39,500

## SELECTED BROKERAGE



34' CATALINA - One of the cleanest we've seen. Great brokerage value at \$57,500.

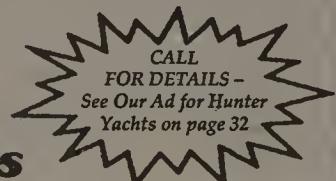


37' HUNTER - '84. Good looking, comfortable and super clean. Like new for \$59,900.

- 22' Catalina '86 ..... \$9,100
- \* 22' Catalina '70 ..... 2,500
- \* 22' Catalina '76 ..... 4,500
- \* 22' O'Day, '86 ..... 9,995
- \* 23' O'Day ..... 1,995
- 24' Neptune, '80 ..... 7,500
- 25' Catalina, (3) ..... from 8,495
- 26' Yankee, '74 ..... 17,000
- 27' Lancer, '83 ..... 27,500
- 28' Islander, '78 ..... 22,995
- 29' C&C, '79 ..... 28,995
- 30' Catalina, '78 ..... 19,995
- 32' Ericson, '77 ..... 26,995
- 32' Vision, '89 ..... Pending

- 34' Catalina, '87 ..... 57,500
- 34' Hunter ..... 44,995
- 34' Columbia '71 ..... 31,995/trade
- 35' Columbia 10.7, '78 ..... 43,995
- 36' Catalina, '86 ..... 57,900
- 36' CS, '84 ..... 83,495
- 37' Hunter, '84 ..... 59,900
- 45' Coronado, '75 ..... 79,995

\* Incredible Savings  
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Maintained Boats



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Yachts on page 32

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20' WINDROSE	..... \$5,000	39' FREYA .....	79,500
24' MARTIN Full Race	7,200	40' CAULKINS .....	65,000
24' C&C .....	9,990	40' YAWL .....	75,000
25' FRISCO FLYER .....	(2) From 7,700	40' MARINER KETCH .....	32,000
25' CORONADO .....	7,500	41' NEWPORT .....	58,000
25' CAL .....	8,000	42' WESTSAIL .....	109,900
25' OLSON .....	18,500	44' CHEOY LEE KETCH .....	110,000
26' PEARSON 1977 .....	OFFERS	44' CSY Cutter .....	125,000
26' PACIFIC CLIPPER .....	12,500	44' HARDIN Ketch .....	115,000
26' S-2 w/trailer .....	18,500	45' CORONADO SLOOP .....	OFFERS
27' VEGA .....	OFFERS	45' STEPHENS .....	35,000
27' CATALINA 27 .....	(3) From 9,000	46' GARDEN KETCH .....	89,500
27' CAL 2-27 .....	17,500	55' SWEDE .....	89,950
27' CHEOY LEE Offshore .....	19,995	58' SLOOP "Pali" .....	150,000
28' CAL, 1967 .....	13,500	60' "JONATHAN SWIFT" .....	85,000
28' HERRESHOFF .....	(2) From 19,900	62' CUTTER "CLOVER" .....	OFFERS
29' COLUMBIA .....	(2) From 15,500	65' SLOCUM SPRAY .....	97,000
29' CAL 2-29 .....	26,000	72' STEEL KETCH .....	195,000
29' ELITE .....	38,500	SELECTED POWER BROKERAGE	
30' CHEOY LEE Ketch .....	20,000	18' DEE WITE, 1931 .....	16,500
30' WM GARDEN dbl endr .....	22,000	26' WELLCRAFT .....	22,500
30' ERICSON .....	(2) From 17,900	27' SAGA, diesel .....	29,000
30' KNARR .....	12,500	27' TOLLYCRAFT .....	17,000
30' PACIFIC .....	10,400	30' CRUISER .....	69,500
30' SANTANA 30-30 .....	38,500	30' SEARAY, Loaded .....	55,000
31' CHEOY LEE KETCH .....	33,000	34' CALIFORNIAN, Twin dsl .....	69,500
31' COLUMBIA 9.6 .....	30,500	36' CHRIS CRAFT .....	36,000
32' ARIES .....	48,500	36' GRAND BANKS .....	59,500
32' CHEOY LEE M/S .....	55,000	37' HERSHINE Trawler .....	72,500
32' WESTSAIL .....	56,000	40' LAKE UNION CLASSIC .....	48,000
34' ANGLEMAN Ketch .....	47,500	42' CHRIS CRAFT .....	89,900
34' CAL .....	25,000	42' GRAND BANKS .....	175,000
34' RHODES SLOOP .....	18,000	43' STEPHENS, Tri cbn, dsl .....	48,000
34' YAWL, Cruiser .....	16,000	47' CHRIS CRAFT .....	187,500
35' JASON 35 .....	49,950	47' PACEMAKER .....	129,000
35' YAWL, "TERE" .....	52,750	48' DUTCH BARGE .....	64,900
36' CHEOY LEE .....	(2) From 38,000	51' HACKERCRAFT restrd .....	INQUIRE
37' RANGER .....	42,500	57' TRAWLER .....	149,900
37' CROCKER Ketch, Classic .....	20,000	57' CHRIS CRAFT .....	169,000
37' GARDEN KTCH Teak .....	67,500	61' CHRIS CRAFT .....	225,000
38' FARALLONE .....	(3) From 29,900	70' KALLIS — classic .....	189,500
38' YAWL, full cruise .....	35,000	105' "FIFER", steel classic .....	300,000

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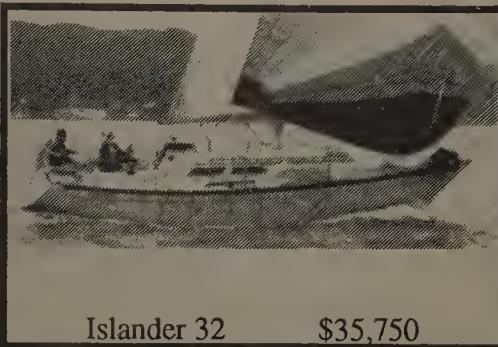
Office Hrs 9-5

Closed Wed.



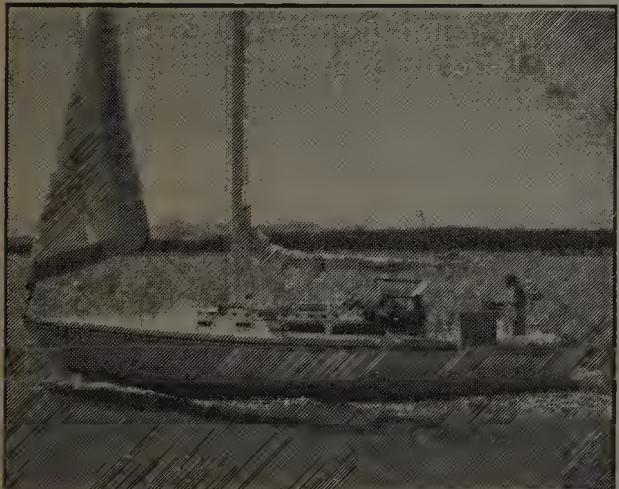
Islander 36

\$48,500



Islander 32

\$35,750



Catalina 36

\$69,000

#### BAY & COASTAL CRUISERS

- CATALINA ..... 14,500
- 27 ERICSON 2 from ..... 12,500
- 27 LANCER P/SAIL ..... 27,500
- 28' SANTANA ..... 18,500
- 28' MORGAN OI ..... Offers
- 29' CAL 2-29 ..... 22,500
- 29' ERICSON ..... 19,900
- 29' RANGER ..... 24,500
- 30' CAL 2-30 2 FRM ..... 20,000
- 30' Coronado ..... 15,000
- 30' PEARSON 303 ..... 48,500
- 30' SAN JUAN ..... 26,800
- 30' TARTAN ..... 24,000
- 31' IRWIN Citation ..... 49,500
- 32' ELITE ..... 49,500
- 32' ERICSON ..... 26,000
- 32' FREEDOM ..... 77,500

#### PERFORMANCE CRUISERS

- 24' WAVELENGTH ..... 15,000
- 30' P/J 1/2 TON ..... 28,950
- 30' WILDERNESS ..... 18,500
- 33' PETERSON ..... 37,950
- 35' SANTANA 35 ..... 49,000
- 38' SODERBERG ..... 45,000

#### C & C YACHTS

- 24' C & C ..... 10,500
- 25' C & C ..... 10,500
- 27 C & C ..... 19,500
- 38' C & C ..... 79,500
- 40' C & C ..... 95,000

#### OFF-SHORE CRUISERS

- 27 ORIAN-Pac Seacraft ..... 49,500
- 27 CHEOY LEE ..... 25,000
- 30' FISHER ..... 43,500
- 30' CAL BERMUDA ..... 19,200
- 30' ALBERG ..... 18,750
- 31' CHEOY LEE ..... 24,950
- 32' ISLANDER ..... 35,750
- 35' HALBERG-RASMUS ..... 49,000



CORONADO 30 \$15,000



Tartan 30

\$22,000



C & C 38

\$79,000

- 35' NIAGARA ..... 79,500
- 36' ISLANDER ..... 49,000
- 36' CATALINA ..... 69,000
- 36' CS ..... 75,000
- 36' MORGAN ..... 59,500
- 39' CAL ..... 65,950
- 40' VALIANT ..... 110,000
- 40' MARINER ..... 65,000
- 41' ISL/FREEPORT ..... 94,500
- 45' COLUMBIA ..... 89,500
- 45' HANS CHRISTEN ..... 137,500

#### POWER BOATS

- 25' BAYLINER ..... 27,500
- 28' SUNDANCER ..... 27,000
- 30' CHRIS CRAFT ..... 24,950
- 42' GRAND BANKS ..... 175,000
- 45' BLUEWATER ..... 110,000
- 57' CHRIS CRAFT ..... 165,000

\* Star indicates at our docks

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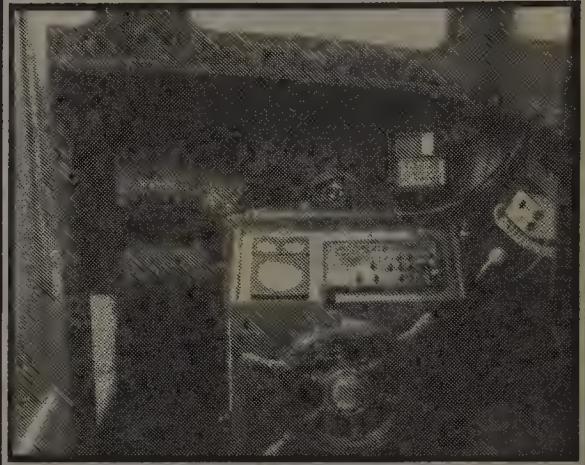
## 41'5" SEA STAR



## 1984 PILOTHOUSE SLOOP

Aft cockpit,  
Aft cabin,  
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\$105,000



## 31' CAL

1980 diesel sloop. Wheel, sleeps six, well outfitted from Barients to five bags of sails; very clean and well kept. Asking \$35,500.



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Motoryacht. With Twin 300 Cummins, generator, 2-3-4 state-rooms, two heads, two showers, delivered San Francisco. \$299,500.



## 52' DeFEVER

Flush Deck Trawler. The true world traveler. Built of steel and powered by Cummins - holds 3,000 gal fuel, 1,000 gal water! She's ready if you are - if you're not, we have other Bay and Delta types for you. Asking \$225,000.



## 34' PEARSON

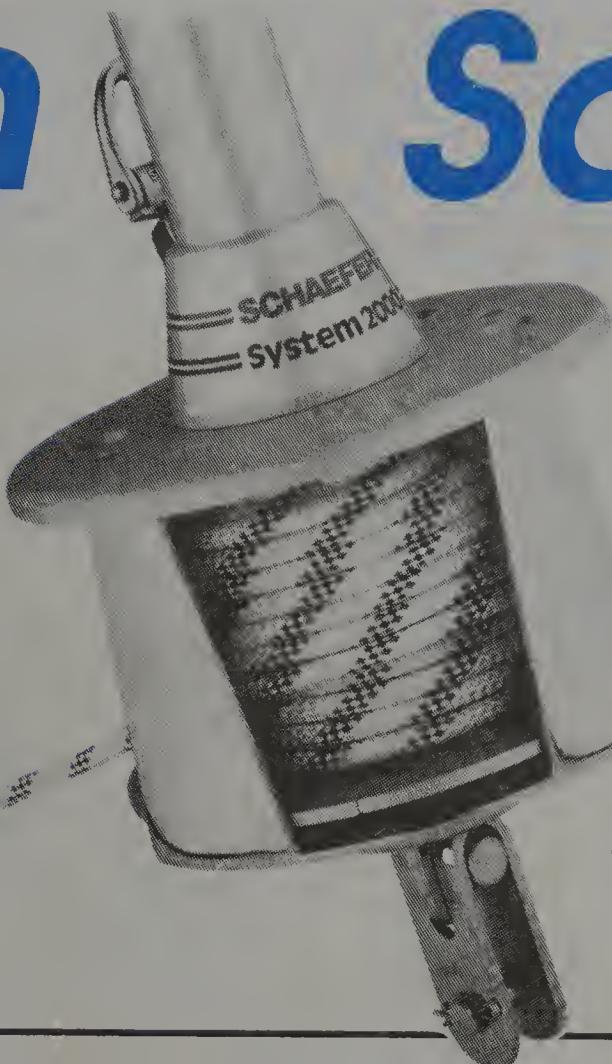
1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. Asking \$68,000.

# Larsen Sails

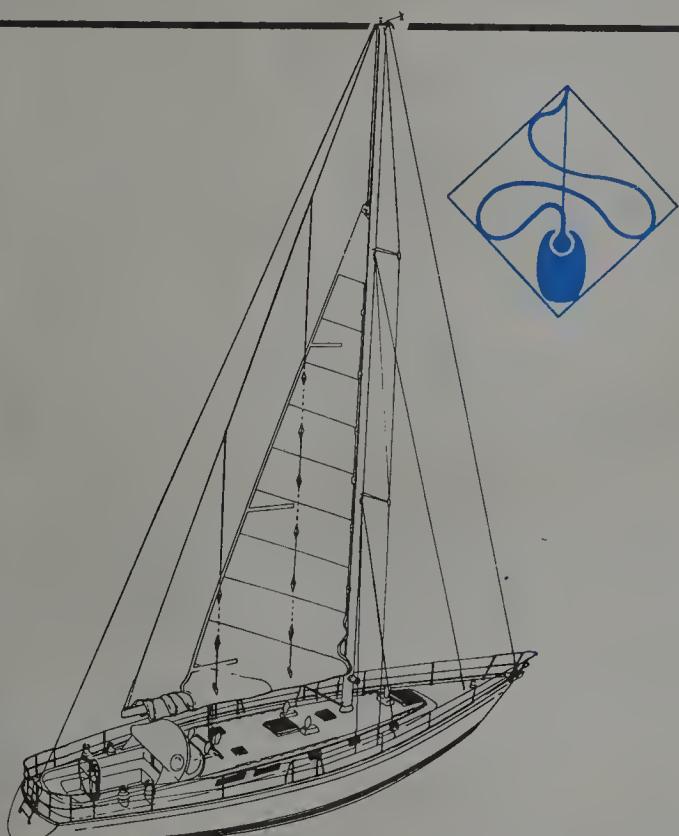
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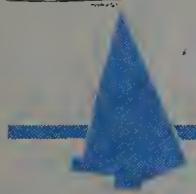
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